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The Newspaper of the Royal Navy and Royal Naval Association

No. 184, 16th YEAR, OCTOBER, 1969

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MUSICAL WELCOME FOR H.M.S. NAIAD

The strong links which exist between H.M.S. Naiad and the Queen's Own Hussars were strengthened still further when the Hussars' Band, from Maresfield, Uckfield (Sussex), greeted the Naiad on her return to Portsmouth from the Far East at the end of August.

Photo: PO Dave Morris



Sailors' voice on 'bell bots'

SURVEY UNDER WAY

Questionnaire forms now being received aboard Royal Navy ships mark the start of a survey into No. 1 / No. 2 uniform — the bell bottoms.

The survey is being conducted, through commanding officers and divisional officers, by the Senior Psychologist's Division under the Chief of Naval Research.

Members of the survey team familiarized themselves with the subject by interviewing 30 sailors in H.M.S. Collingwood and H.M.S. Vernon (selected simply for convenience), chatting to them in particular about bell bottoms, but also about any aspect of uniform they cared to discuss.

This helped a great deal in formulating the questionnaire, in an endeavour to find out whether the Navy like the uniform at all, and whether, if the uniform had to be retained, it could be usefully changed.

It is not the aim of the survey to ask sailors to create a new uniform, though the information gained will be of positive value to a designer.

A member of the survey team told Navy News:

"We realize that sailors have not been given the opportunity to say all that they might like on uniform, but the survey had to be kept down to size.

"We are concerned only with No. 1 / No. 2 uniform, though it has been possible to work in a couple of questions on No 8 working dress and No 8 jacket.

"May we emphasize that this is not a case of a group of people sitting at desks and dreaming up questions. It was all carefully prepared, we hope it will be meaningful, and it is certainly not the intention that the results should be pigeon-holed and forgotten."

Nearly 2,000 sailors will be invited to co-operate in the survey, including a small number of chiefs and POs, who, having worn bell bottoms in the past, may have their own point of view in relation to their later rig.

Top jobs



Vice-Admiral A. M. Lewis (above), who has been appointed Second Sea Lord, and (below) Vice-Admiral Sir William O'Brien, the new C.-in-C. Western Fleet. (see also p. 18).



FORCES TO PAY LESS FOR N.H.I.

When the Government decided to increase the National Insurance contributions from November 3, the Ministry of Defence started negotiations with the Department of Health and Social Security, with a view to securing, for the Forces, a reduction in the proposed increases.

The negotiations have been successful in that the present ratios of forces to civilian contributions will remain the same, and the increase in the flat rate contribution payable by the Forces will be 8d per week as compared with 1s. payable by civilians.

A Defence Council Instruction is to be issued shortly, giving details of the new Forces rates.

'Navy here' cooled a riot

Seven members of the ship's company of H.M.S. Ashanti have earned a warm thank-you from Cornwall police headquarters for the help they gave a small force of St Ives police during an incident in the summer.

Trouble began when 300 local people tried forcibly to eject 30 members of the "beatnik" fraternity from a derelict house they had occupied.

In the words of the police report: "The situation became increasingly ugly, and before police reinforcements could arrive, the seven naval ratings offered their assistance to the small numbers of police present."

"They remained throughout

Renown best

H.M.S. Renown has done better than any other submarine — American or British — in tests for long-range aiming of Polaris missiles. A message of congratulation was sent by the United States Naval Staff in Washington.

the trouble, standing shoulder to shoulder until 2.45 the next morning, and preventing anyone from passing their line.

"The voluntary action of your men was highly commendable, and local hooligans were held off, preventing what could have

turned into a most serious incident in which many might have been injured."

The seven were most reluctant to identify themselves, but were subsequently found to be: LS R. G. Waring, AB R. W. Blankley, AB D. Cronin, AB R. P. Sexton, OEM R. Spinney, M(E) I K. Roberts, M(E) I M. J. Thompson.

They had been attending a course at R.N.A.S. Culdrose.

GIB.'s BUSY TIME

The 50,000-ton aircraft carrier H.M.S. Eagle and the commando ship H.M.S. Bulwark were among callers at Gibraltar towards the end of September and beginning of October.

Two Dartmouth Training Squadron ships, Tenby and Torquay, had the Rock on their programme, and others expected on passage were the Cleopatra, Aurora, and Danae. H.M.S. Diana is taking over as guard-ship, and the R.F.A. Olmeda is accompanying the Eagle. There will also be NATO visits by

units of the Royal Netherlands Navy.

With the Eagle's aircraft carrying out flying training from the Gibraltar airfield, the Royal Navy presence was quite impressive at a significant time for the population.

October 1 was the date on which the United Nations had called on Britain to terminate the "colonial situation," but a Ministry of Defence (Navy) spokesman denied that the Fleet activity had any connection with the dispute with Spain.

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OFFICES OPEN ALL DAY ON SATURDAYS

Over six months and all that

Recently some visitors to Haslemere complained that the only secure part of the shore leg of the drafting cycle was the first six months.

"How so?," Drafty asked. "Because of the notation 'over six months'. Once that period is past we never know when to expect a new draft order to sea."

The object of the "over six months" endorsement (and its kid brother "over three months") is to indicate whether the draft is one that might qualify a man for a MQ or removal benefits. It saves a good deal of correspondence and some uncertainty, but it does no more.

It does not protect a man from a shorter draft, if an unexpected billet has to be filled, for example, or if a man higher on the roster cannot, for some good reason, be used to fill an expected vacancy.

Above all . . .

Above all, the endorsement does not mean that the new draft will last only for six months or thereabouts.

Drafts for courses are for the duration of the course, but all others are "until further notice." We don't say so because we think everyone knows it, and because we like to keep draft orders simple.

Most men, perhaps all, would like to know, when they come ashore, how long they could expect on shore before again going to sea. Drafty would like to be able to meet so universal a demand, but experience has taught him the risks of prophecy.

On any of the rosters he operates, a drafting officer can fairly accurately assess the current form. He can say, "On such and such a roster men are now going to sea two or three months after their roster date." In another branch men may be going a month or so before the roster date. So far so good.

Into trouble

But when the next step is taken, which involves converting a current assessment into a prediction, he runs into trouble, for it is unsafe to assume that what happens today will happen

List of ships for which C.N.D. will be issuing draft orders during November, 1969

SHIP

ANTRIM (GSC)
ARETHUSA (GSC)
HYDRA (FSC)

TO JOIN IN MAY, 1970

Advance Party
Second Party
Advance Party

tomorrow. We have tried looking back, to see if we can detect trends that would be a guide to the future, but when we have later measured our predictions against events we have found that the trend we took account of had either accelerated or reversed itself.

Nearly always the cause was something we could not have foreseen. Sometimes we could not even identify a cause.

The next approach went something like this. Granted we cannot make an accurate prediction, why not study form and come up with a rather pessimistic guess? If it looks as if men are

going about three months after their roster date why not promise the individual that he will not go before his date? In this way the man would have something to plan on, and we would rarely, if ever, have to draft him earlier than the promised date.

The snag

The snag here is that the amount of pessimism necessary to make us sure of keeping our promise could seriously understate the length of the shore service draft. Consequently a man might be deterred from moving

his family, expecting rather a short draft, and he might, in the event, do much longer.

He would be justified in complaining that Drafty's prophecy misled him to do a lot of expensive and unsatisfactory week-end commuting.

If we started from scratch to produce a drafting system designed to give greater weight to predictability, we could come up with one. But in achieving this one virtue we would have to sacrifice others, and some of the sacrifices would be quite hard to bear.

Complex

We could find, for example, that we could not relieve a casualty because all the men qualified for his post were "stopped draft." There are other drawbacks too complex for discussion in a short article.

What we can do, in fact what we have done, is to increase the notice for a normal sea draft. Thus the man who today has had just six months on shore knows that, unavoidable crash drafts excepted, he cannot go

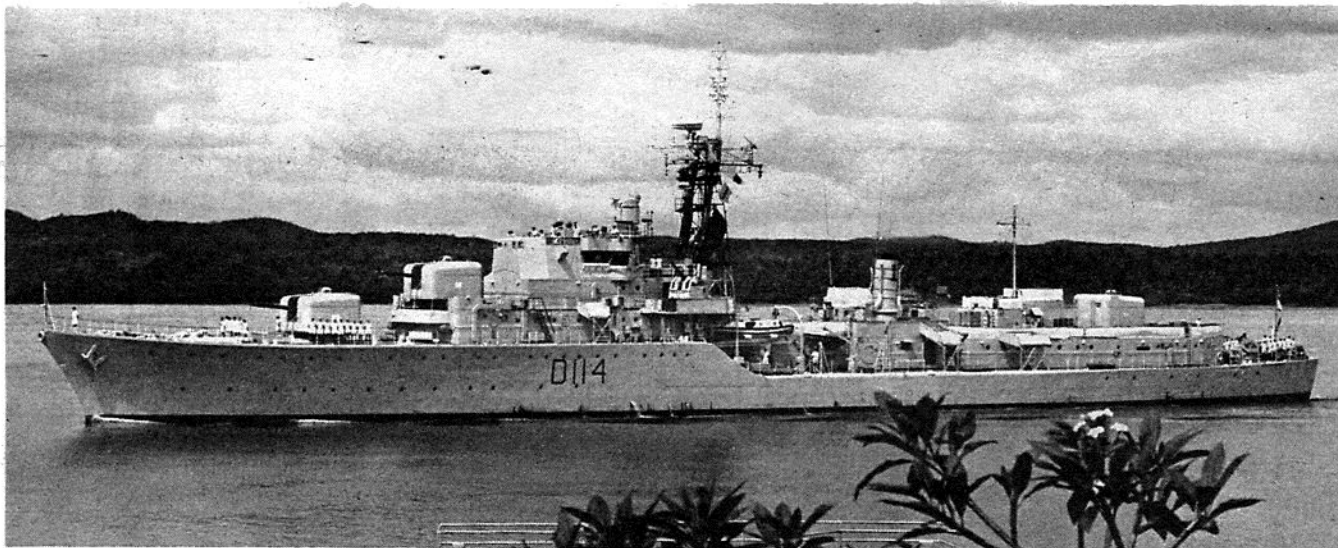
DRAFTY'S CORNER



"Six months today I've been home — wonder how much longer Drafty will give me?"

seaward less than five months hence, or eleven months from the day he joined the establishment.

The absence of a new draft order is the negative message that he can expect to stay ashore for a little longer.



DEFENDER BUSY TO END

The Daring Class destroyer H.M.S. Defender (left) returned to the United Kingdom last month, arriving at Portsmouth on September 3 and then going to Chatham to pay off for disposal.

The first half of the ship's last commission was spent in the Far East, with visits to Singapore, Hongkong, Bangkok and Australia.

During her time in the Far East the Defender won two of the three Fleet gunnery trophies.

Arriving back in England in time for Christmas, 1968, the ship was then deployed to the Mediterranean, continuing her excellent gunnery record by taking officers from the Long Gunnery Course at H.M.S. Excellent for practical sea firing off Malta.

During her time in the Mediterranean the Defender, commanded by Cdr. M. J. F. Rawlinson, carried out a rescue mission in aid of a disabled Pakistani merchant ship.

The ship's last weeks involved plenty of steaming for, following the Mediterranean visit, the Defender spent a month in Scandinavia, and this was followed by a Welsh cruise. She then went to Gibraltar, where she was guardship for two weeks.

a new branch or to complete their engagement.

Although details have not yet been worked out, it is likely that they will be given the opportunity to transfer to some of the Seaman specialisations, including Communications.

It might be worthwhile pointing out here that the title "Seaman" gives no indication of the increasingly technical work carried out by its various sub-specialisations, in which the skills and experience of Air Ordnance men could be put to good use.

These and similar opportunities to transfer to a GS branch will also be open to other F.A.A. ratings who would otherwise have to be declared redundant. It is hoped to announce details later this year, but in the meantime men might do well to consider the advantages of transferring.

FAA RESTRUCTURING

Dealing with Air Ordnance branch

It is now well known that the demise of the fixed wing aircraft carrier is bringing about major changes in the organization of the F.A.A.

The rating branches are being restructured, not only to provide the right men to carry out their new task, but also to ensure that the F.A.A. man of the future will have a worthwhile and satisfying career.

In previous articles it has been shown that too small a branch inevitably leads to blocked advancement rosters, drafting

difficulties and "green rubs." Wherever possible, such branches have to be absorbed in larger ones in which, for example, slight variations in re-engagement numbers will not cause wide fluctuations in advancement prospects.

In some cases there was no suitable large parent branch and special measures have had to be taken. All this has been explained in various DCIs and previous articles in Navy News.

RE-APPRAISAL

The Air Ordnance branch has a particular problem. Because of the increasing electrical content in armament work, the Ordnance Electrical Branch was introduced, but before it could be fully implemented, the news that the F.A.A. was to lose its fixed wing aircraft forced a re-appraisal. This showed that the number of men required for armament work in the F.A.A. in 1973 onwards would be far too small to provide a viable branch structure.

Furthermore, one other factor has far-reaching repercussions and not only for the Air Ordnance branch or the F.A.A. Accommodation in all ships is at a premium and every means to cut down the numbers of men

required has to be investigated.

Wherever possible jobs will have to be streamlined and combined. (Of course, the days when the CREA also doubles as Chief Cook are a long way off. Or are they, with microwave cooking on the horizon?)

SOLUTION

After considering all factors, it was agreed that the only practicable solution was for the Air Ordnance technical tasks to be taken over by the A.L. Branch. This has already been promulgated, but will not be fully implemented until the fixed wing carriers go. Until then there is a continuing need for Air Ordnance men skilled and experienced in their trade.

It is obviously impossible to transfer responsibility on one particular day. The transfer has to be gradual as experience is gained, for no one can pretend that any training course is a satisfactory substitute for experience. This particularly applies to work with weapons. The technical content is not very great, but the "feel" for the subject, the automatic taking of correct safety precautions, in short, the right attitude to weapons, only comes with experience.

Steps are therefore being taken to train AL ratings in helicopter weaponry, and OL ratings have been given the opportunity to transfer to the AL branch. This two-pronged approach should have given the AL branch the right leavening of weapon experience during its learning period.

Opportunity for Artificers and Mechanics (O)

However, the number of OL volunteers accepted for full AL training is somewhat short of requirements, and as it is known that some senior AO ratings would like the chance to continue their chosen career in the Navy, it has been agreed that a limited number of Aircraft Artificers and Mechanics (O), 1st Class and above should be given the opportunity to complete their engagement instead of having to be made redundant.

They will take an OL conversion course and be employed for the remainder of their service exclusively in OL billets ashore or afloat, where their experience will be invaluable during the early years immediately following the phasing out of fixed wing aircraft.

Names are required in early January, 1970, and full details have been published in a recently issued DCI.

Opportunities for Mechanics (O)

Of course, this still leaves a number of Air Ordnance men who have not been given any specific opportunity to transfer to

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LATEST FILMS FOR THE FLEET

Here's a picture that's murderously funny



A murder-comedy, a diamond robbery story and a couple of Westerns are included in the latest batch of pictures released to the Fleet by the Royal Naval Film Corporation.

Among the stars on view are Ursula Andress, Orson Welles, Gregory Peck and Omar Sharif.

The full list of releases is as follows:

The Assassination Bureau — Oliver Reed, Diana Rigg and Telly Savalas. An unusual comedy which centres on a series of murders. Entertainingly hectic and good entertainment (Paramount).

No. 769

The Southern Star — George Segal, Ursula Andress and Orson Welles. A tough diamond robbery story, but spiced with humour. Tongue-in-cheek stuff (Columbia).

No. 770

The Desperadoes — Vince Edwards, Jack Palance and Sylvia Sims. An all-action Western and which will appeal to fans who like them on the tough side (Columbia).

No. 771

Mackenna's Gold — Gregory Peck, Omar Sharif, Telly Savalas and Camilla Sparv. Beautifully photographed in canyons and on the prairie, this film provides excellent Western fare (Columbia).

No. 772

The Strange Affair — Michael York and Jeremy Kemp. Splendid acting of a disturbing story, forcefully told (Paramount).

No. 773

★★★

Diana Rigg — well known to fans of TV's *The Avengers* series — is seen left in a scene for *The Assassination Bureau*.

'MINIATURE' LEANDER



A miniature figurehead of the classical Leander has been presented by H.M.S. Collingwood to H.M.S. Leander.

It was handed to Captain D. J. Bent, commanding officer of the Leander (pictured here admiring it) by Captain G. W. Bridle, captain of H.M.S. Collingwood.

The "miniature" stands six inches high and is a model of the 100-year-old figurehead acquired by H.M.S. Collingwood in 1967.

The model will be put in the Leander's trophy cabinet as a memento of the strong links between the frigate and the shore establishment.

CULDROSE WREN IS CARNIVAL QUEEN



A 20-year-old Wren from R.N. air station Culdrose was chosen as this year's Helston Harvest Fair carnival queen.

She is Wren Paula Star-kie, a radar plotter in the Operations Room at Culdrose.

After being crowned carnival queen, Paula led the procession through the streets of Helston. As seen left, her "carriage" was a Royal Navy Hiller helicopter, on the back of a Navy lorry.

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Aurora 'war landings' visit

H.M.S. Aurora visited Theoule in the south of France in August to take part in celebrations to commemorate the 25th anniversary of the Anglo-American landings.

A guard was landed under the charge of Lieut. H. W. Francis, who was present at the original landings, and, together with contingents from accompanying French and American warships, took part in a memorial service.

In the afternoon 100 French guests were embarked for a wreath-laying ceremony off the coast. After an impressive address by the Mayor of Theoule, General G. Bertrand,

the service was held on board the French frigate — La Galissoniere, which lay stopped.

The Aurora and U.S.S. Macdonough steamed slowly in line ahead across the bay and just to seaward of the French frigate, and the wreath was laid from the La Galissoniere's helicopter flying overhead.

Later, members of the ship's company took part in a torch-light procession through the streets and this was followed by open-air dancing in front of the Mayor's house.

Next day the Aurora, commanded by Capt. H. P. Janion,

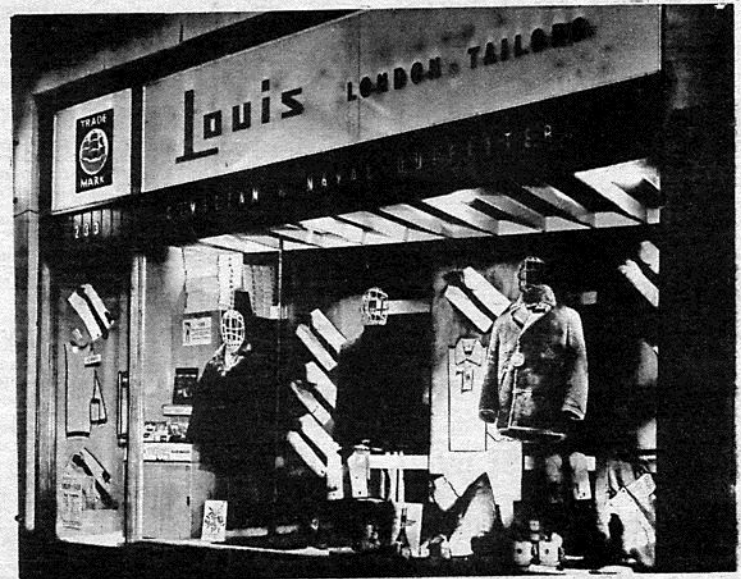
sailed up the coast to Cannes for a five-day visit.

Building society new office

The new head office of Portsmouth Building Society, which has a large number of Navy personnel among its members, was officially opened by the Lord Mayor of Portsmouth (Coun. W. J. Evans) on September 12.

At the ceremony at the society's five-storey block of offices at North End, the chairman (Mr. A. R. Avens) disclosed that assets had just passed the £7m. mark, an increase of £800,000 since January.

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ZULU LEAVES THE GULF

Although on an unaccompanied draft, the ship's company of H.M.S. Zulu had no lack of well-wishers to see them off when the ship finally left Bahrain on completion of the Gulf leg of her commission.

She will be visiting Singapore and the Far East before returning home by way of a spell off that ever popular haunt of Beira!

Before the ship sailed, Cdr. M. Sands, the commanding officer, was asked for his impressions of the Gulf. He admitted that he and many of his ship's company had expected to hate their three months "up the Gulf."

In the event they had all been agreeably surprised — in spite of the fierce heat of the summer months.

The opportunities for sport and the hospitality afforded were very welcome. The ship's



soccer and hockey teams achieved considerable success, and at football, particularly the Zulu was above average for a ship of that size.

On the operational side the ship's time in the Gulf has included exercises with the other Services, the U.S.N. and the Iranian Navy.

During patrols to prevent illegal immigrants or gun running, Cdr. Sands said he was "most impressed by the almost medieval magnificence" of the dhows they met. The reception his boarding party was given was "cordiality personified."

The diversity of cargoes would amaze many a Merchant Navy officer too. One consisted of diesel oil in drums, bales of cotton, metal bedsteads, small orange trees, and an overlay of live goats and donkeys — plus 40 passengers. John Masfield didn't know the half of it!

However, even that will probably pall into insignificance compared with the variety of "rabbits" that will be taken home for Christmas when the frigate reaches England next December.

COMMISSIONING FORECAST

Conversion to start on the cruiser Lion?

The cruiser H.M.S. Lion appears in the latest commissioning forecast for the first time for many years.

The Lion, sister ship of the Blake which was converted to a command helicopter ship in H.M. Dockyard, Portsmouth, and of the Tiger, undergoing a similar conversion in H.M. Dockyard, Devonport, is to start a long refit programme in the same yard in July next.

In the 1969 Statement on the Defence Estimates it was stated: "It is planned to convert H.M.S. Lion later on." It seems fair to assume that the conversion work will start next year.

The commissioning forecast is as follows:—

OCTOBER

BACCHANTE (GP Frigate). October 14 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions January, 1970.
BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
ASHANTI FLIGHT. October 27 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

NOVEMBER

BULWARK (Cdo. Ship). November 5 at Devonport. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Devonport (C).
ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.
LONDONDERRY FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
SALISBURY (A/D Frigate). November 18 at Devonport, for trials. Port Service. U.K. Base Port, Devonport Commissions January 29.
AURORA (GP Frigate). November 18 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham. Captain's Command.
ASHANTI (GP Frigate). November 24 at Portsmouth. General Service Commission.

sion. Home/East of Suez/Home. (Captain's Command) U.K. Base Port, Portsmouth.

DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/West Indies/Home. U.K. Base Port, Portsmouth.
SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
NORFOLK (GM Destroyer). December at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions March, 1970.

JANUARY, 1970

SCYLLA (GP Frigate). Mid-January at Devonport. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport, Captain's Command with full Staff.
849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. 6 Sea Kings. U.K. Base Port, Devonport.
824 SQUADRON, ARK ROYAL. Early 1970 at Cudrose. General Service Commission. 6 Sea Kings. U.K. Base Port, Devonport.
NORFOLK FLIGHT. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.
ACHILLES FLIGHT. Early 1970, at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
ARK ROYAL, SEA FLIGHT. Early 1970 at Cudrose. General Service Commission. 2 Whirlwind or Wessex. U.K. Base Port, Devonport.
JUNO (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham. Captain's Command with full Staff.
HECLA (Survey Ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).
BACCHANTE (GP Frigate). January 15 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.
HAMPSHIRE (GM Destroyer). January 20. Special C and M Complement at Portsmouth. Port Service.
ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Rosyth (C).

HECATE (Survey Ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport (A).
ARGONAUT (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.
BRINTON (M/H). Foreign Service. Middle East. 9th M.C.M. Squadron (E).
SALISBURY (A/D Frigate). January 29 at Devonport. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport.

FEBRUARY

JAGUAR (AA Frigate). February 5 at Chatham. General Service Commission (Phased). Home. U.K. Base Port, Chatham.
LOWESTOFT FLIGHT. February 9 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.
LLANDAFF (A/D Frigate). February 12 at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.
FAWN and FOX Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.
LOWESTOFT (A/S Frigate). February 19 at Chatham for trials. Port Service. Commissions April 29.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport. (Captain's Command).
ACHILLES (GP Frigate). March 31 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.
GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
GURKHA FLIGHT. March 16 at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.
NORFOLK (GM Dest.). March at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

APRIL

MOHAWK (GP Frigate). April (tentative). L.R.P. complement at Portsmouth. Port Service.
BERETON (M/H). April 22 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
NAIAD (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Portsmouth.
DIOMEDE (GP Frigate). April at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Portsmouth.
LOWESTOFT (A/S Frigate). April 29 at Chatham. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Chatham.

MAY

LEANDER (GP Frigate). May 1. Dockyard control at Devonport. Port Service.
ARETHUSA (GP Frigate). May 19. At Portsmouth. General Service Commission (Phased). Home/East of Suez/Home. (Captain's Command with full Staff). U.K. Base Port, Portsmouth.
ANTRIM (GM Destroyer). May at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July.

JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.
ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport.
GURKHA (GP Frigate). June 25 at Rosyth. For trials. Port Service. Commissions September 24.

FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

DIOMEDE (GP Frigate). September 8 at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions December. Captain's Command with full Staff.

GURKHA (GP Frigate). September 24 at Rosyth. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Rosyth. (Captain's command).

OCTOBER

BERWICK (A/S Frigate). October (tentative) at Chatham General Service Commission. Home/East of Suez/Med./Home. U.K. Base Port, Portsmouth.
LONDON (GM Destroyer) October (tentative). Special C and M complement at Portsmouth. Port Service.
AXAX (GP Frigate). October 1. Dockyard control at Devonport. Port Service.
BEACHAMPTON October (tentative) at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
YARNTON, October (tentative) at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

NOVEMBER

BLAKE (Cdo. Cruiser). November at Portsmouth. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Portsmouth.
LINCOLN (A/D Frigate). November at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

DECEMBER

DIOMEDE (GP Frigate). December a. Devonport. General Service Commission. Home/East of Suez/Home. Captain's Command with full Staff. U.K. Base Port, Devonport.
ROTHERSAY (A/S Frigate). December at Portsmouth. General Service Commission (Phased). Home/West Indies/

Home/Med./Home. U.K. Base Port, Portsmouth.

LEOPARD (GP Frigate). December 3 at Portsmouth. General Service Commission (Phased). Home/Med./Home. U.K. Base Port, Portsmouth.

FALMOUTH (A/S Frigate). End of December at Portsmouth. General Service Commission. Home/West Indies/Home/Med. U.K. Base Port, Portsmouth.

DEVONSHIRE (GM Destroyer). December (tentative) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

JANUARY 1971

ALBION (Cdo Ship). January at Portsmouth. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Portsmouth (C).

INTREPID (Assault Ship). January at Singapore. Foreign Service Commission. East of Suez (C).

PHOEBE (GP Frigate). January at Chatham. General Service Commission (Phased). Home/Med./Home. U.K. Base Port Chatham (Captain's Command with full Staff).

LYNX (A/A Frigate). January at Devonport. General Service Commission (Phased). Home/E. of Suez/Home. U.K. Base Port Devonport.

BRINTON (CMS). January 28 (tentative) at Singapore (tentative). Foreign Service Commission. Middle East. 9th MCM Sq. (A).

HAMPSHIRE (GM Dest.). January. LRP complement at Portsmouth. Port Service.

FEBRUARY

FIFE (GM Dest.). February at Chatham. General Service Commission. Home/Med./Home. U.K. Base Port, Chatham (A).

NOTES—It is emphasized that the dates and particulars given are forecasts only and may have to be changed — perhaps at short notice.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than 1 P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

NOVEMBER 1969

ALLIANCE. Final manning date November 21 at Chatham, for service with the 2nd Submarine Division.

APRIL 1970

SEALION. Final manning date April 17 at Rosyth. Drafting preference cards from volunteers for Sealion by electrical ratings

are required by November 17, and the remaining branches by December 17, 1969.

MAY

PORPOISE. Final manning date May 15 at Portsmouth, for service with the 1st Submarine Squadron. Drafting preference cards from volunteers for Porpoise by electrical ratings are required by December 15, 1969, and the remaining branches by January 15, 1970.

FAMILY MEETS ADMIRAL

A family group of Palmers gathered to meet Vice-Admiral Sir William O'Brien (picture below).

Admiral O'Brien, formerly Commander Far East Fleet, presented Chief Writer Ken

Palmer with a bar to his Long Service and Good Conduct medal.

Also in the picture, taken at Hongkong, are Ken's wife Dorothy, sons LS "Pedler" Palmer and RO Kelvin Palmer,

daughter Penelope, Elizabeth (Pedler's wife), and grandson Stewart William.

Chief Writer Palmer, who has served some 30 years in the Navy, retires next year. He has managed the China Fleet Club, Hongkong, for the past five years.



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The present H.M.S. Lincoln, an aircraft direction frigate, was first commissioned in 1960. She displaces 2,300 tons, is 340 feet long and has a beam of 40 feet.

Built by Fairfields at Govan, she was modernized by Devonport Dockyard, 1966-67.

Her main propulsion consists of eight diesel engines driving two shafts to give a speed in excess of 20 knots and a range of over 3,000 miles. Her propellers are of the controllable pitch type.

The Lincoln ship's company comprises 227 ratings and 13 officers. Recent modernization has greatly improved living conditions on board. All accommodation spaces are air conditioned, the galley has been brought up-to-date and every member of the ship's company has a bunk.

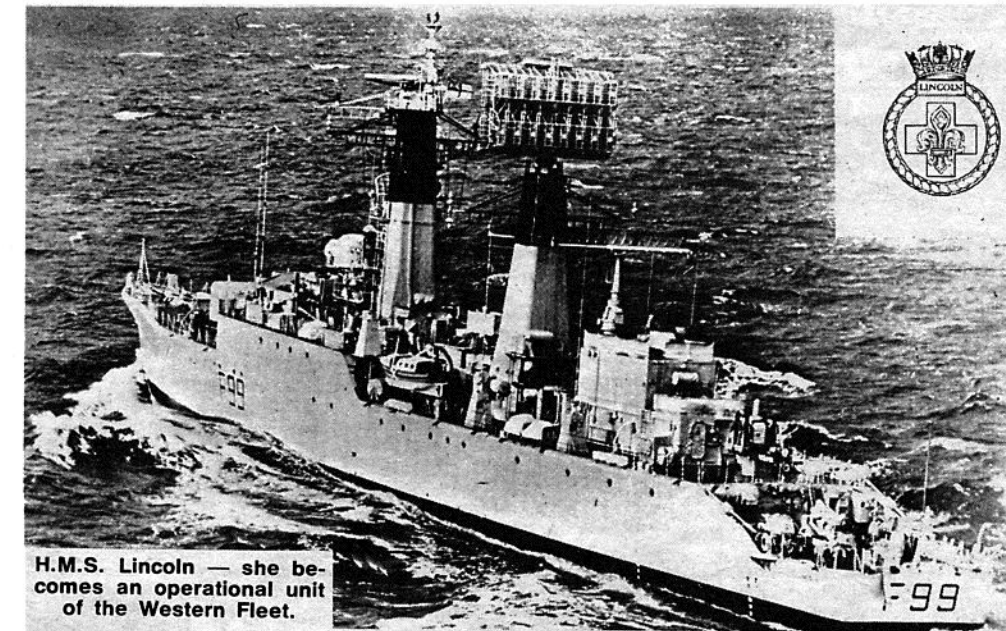
H.M.S. Lincoln is one of four Salisbury class frigates. Other ships of the class, all taking their names from cathedrals are Salisbury, Chichester and Llandaff.

The ship maintains a close liaison with the city of Lincoln, whose Mayor, together with other personalities from the city, attended the commissioning ceremony at the start of the present commission.

Her role

In an integrated force, H.M.S. Lincoln's role is to provide early warning of an air attack and to control friendly fighters in their task of intercepting hostile aircraft. To enable her to fulfil these aims, she is fitted with complex and highly sophisticated radar and communications systems.

For self defence the ship is fitted with a quadruple SeaCat short range surface-to-air missile system and a twin 4.5in. mounting, which can also be used effectively for bombardment in



H.M.S. Lincoln — she becomes an operational unit of the Western Fleet.

A Far East expert

Live wires aid aged

Peter Thorne and Stephen Wilson, both LOEMs from H.M.S. Lincoln, gave much of their time when in Singapore to re-wire a large part of an old people's home. The home, which is run by 23 nuns, cares for 360 old folk.

During a three-week period, Peter and Stephen repaired eight switches, a power socket and a table fan, and re-wired 17 lights.

Royal Canadian Navy for North Atlantic convoy escort duties.

In 1944 she was lent to the Russian Navy, which returned her to Britain in 1952. She was then scrapped, having served four navies over a period of 35 years.

Since first commissioning in 1960, the present H.M.S. Lincoln has completed four tours of duty in the Far East before the present one, and she has seen active service in Kuwait and during confrontation between Malaysia and Indonesia.

On completion of the 1966-67 modernization the Lincoln recommissioned and, after trials and work up, sailed from the United Kingdom in November, 1968, to renew her acquaintance East of Suez, under the command of Cdr. R. J. F. Turner.

Patrol duty

Between leaving Plymouth and arriving in Singapore in March, 1969, the ship visited South Africa and Mombasa and spent one of the longest periods recorded for a frigate on Beira patrol.

Since arriving on the Far East Station the ship has visited Hongkong, Japan and the Philippines. She was due to have

sailed at the end of July for the "rich man's" way home to England — via Pearl Harbour, San Francisco, San Diego, Acapulco, the Panama Canal and Bermuda.

However, shortly before her departure from Singapore she was delayed by a defect and the visit to the United States had to be cancelled. On August 19 she sailed for home via Gan and Simonstown, still hoping to make her original date of arrival in the United Kingdom, October 3.

The Lincoln will give leave to her ship's company before taking her place as an operational unit of the Western Fleet for the home leg of her general service commission.

First warships to visit islands for 25 years

The two small coastal minesweepers, Houghton and Wilkinston (425 tons, full load), which are returning to the United Kingdom from Singapore via the Pacific — a five-months journey, which includes many visits to South Sea islands — left Vila, in the New Hebrides, at the end of August.

Exchanges

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

J. C. Harriott, REM 1, 3G Mess, H.M.S. Plymouth. Will exchange for any shore establishment (except Collingwood), Portsmouth or Chatham area (Portsmouth preferred).

A. McTague, Std., 4K2 Mess, H.M.S. Hermes. Will exchange for any Portsmouth shore base or Portsmouth-based ship.

P. McFadden, L.Ck., H.M.S. Verulam, being drafted to H.M.S. Mercury on December 22 (over six months), will exchange for "Over six months" draft to H.M.S. Ganges.

M. G. New, AB (GL2), H.M.S. Ark Royal (H.S.S.), will exchange with equivalent rating anywhere.

T. J. O'Connell, AB(RP*), H.M.S. Rapid, on draft to H.M.S. Scylla in January. Will exchange for any shore base in Scotland, or married accompanied draft anywhere.

J. M. Silson, CPO SA, being drafted to H.M.S. Caledonia (over six months) October 13, will exchange for any Portsmouth Command shore establishment.

D. S. Rule, PO Wtr., H.M.S. Naiad. Will exchange for any General Service Commission ship, Devonport based.

P. Mumford, M(E)1, H.M.S. Exmouth. Will exchange for any Devonport or Far East seagoing ship, or Portsmouth seagoing ship, a Devonport Leander preferred.

M. Coe, LS (RP2), H.M.S. Dolphin II, Gosport. On draft to H.M.S. Bacchante October 14. Will exchange for any Devonport-based ship.

R. Herbert, M(E)1 (AMC), H.M.S. Victory (R.N.P.U.). Being drafted November 11 to H.M.S. Triumph L.F.S., Singapore-based. Draft is married accompanied for 20 months. Will exchange for any seagoing small ship, but anything considered. Letters — M(E)1 Herbert, R.N.P.U., Flat-hoarse Road, Portsmouth.

The ships spent a week at Vila, during which there were strong winds and heavy rainstorms, but the appearance of the 'sweepers at remote islands which had not seen a warship for 25 years or more, was much appreciated by the islanders.

At Vila the ships had to enter the inner harbour to re-fuel. They are believed to be the largest vessels ever to do so, and their faultless handling was widely admired by the population.

The people depend on sea transport and are well aware of the difficult navigational problems.

OFF TO FIJIS

The next port of call — just before crossing the International Date Line — was to be Suva in the Fijis.

The ships, which left Singapore in July, are expected to arrive at Portsmouth in December, in time for the ships' companies to enjoy Christmas at home with their families.

As reported in September, the Wilkinston performed a mercy mission while in the British Solomons, where a nine-year-old injured girl was taken to an island hospital.

RECATORIZATION
LCEM Williamson, 2E Mess, H.M.S. London, wishes to change to LOEM and would like to hear from any LOEM wishing to be recategorized.

POSTCARD PHOTOS

Photo postcards of H.M.S. Lincoln or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are: Abdiel, Achernor, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion, Alderney, Apollo, Ark Royal, Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berwick, Blackpool, Blake, Brave Borderer, Brighton, Britannia, Bulwark, Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Coruna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Intrepid, Jaguar, Jutland, Kent, Kenya, Layburn, Leander, Leopard (Mod), Leopard (Pre Mod), Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod), Lynx (Pre Mod), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Russell, Salisbury (Mod), Salisbury (Pre Mod), Scarborough, Scorpion, Sea Lion, Sheffield, Sidesham, Sirius, Striker, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undine, Ursula, Vanguard, Vidal, Vigo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu.

JONATHAN IS 150 — AND KNEW NAPOLEON

When H.M.S. Intrepid visited the island of St Helena last May, the commanding officer, Capt. J. H. F. Eberle, met Jonathan, a 150-years-old giant tortoise (testudo gigantea) — one of a fairly rare species found in Mauritius and the Seychelles.

Jonathan lives in the garden of the official residence of the Governor, Sir Dermot Murphy, and one of his claims to fame is that he actually met Napoleon during his exile there.

Capt. Eberle heard a rather disturbing legend — that like the Gibraltar apes and the Tower of London ravens, if there is no giant tortoise in the Governor's garden, the British will leave St Helena.

The Governor asked Capt. Eberle if the Navy could help in getting a new pair of testudo gigantea to be ready to take over the ageing Jonathan's vital job of maintaining the British presence.

Capt. Eberle wrote to the Far East Fleet headquarters and in August the R.F.A. Fort Sandusky called at Mahe in the Seychelles to collect a pair of baby giant tortoises, the gift of the



Cdr. I. MacGillivray with "baby" Georges.

Governor of the Seychelles.

These were delivered to St Helena in September.

Having a couple of testudo giganteas is one thing, but what are their habits, and how should

they be looked after?

Cdr. I. MacGillivray, the Far East Fleet Operations Officer, found out all about the habits of the tortoise by looking after a baby specimen (named Georges,

sex unknown) belonging to Commodore J. Dines, of the R.F.A. Stromness.

"Georges is only a baby, but we were able to give advice on the handling of giant tortoises by studying his — or her — habits," he said.

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Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

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To MAA
H. S. Ingram, 904532; J. C. Mansfield, 882894 (ex Coxswain); J. Moore, 897023; D. F. Polman, 889934.
To CPO WTR
D. J. Morton, 872397; B. Dewhurst, 901650; D. Hambly, 900402; D. A. Kennard, 909069; G. Judge, 900715; L. L. Connor, 909948; B. H. C. Smith, 904555.
To CPOSA
R. H. Heames, 927454; J. H. Jenkins, 869729; D. L. Orsman, 874597.
To CPO CK (Ex O)
F. W. Brealey, 856066.
To CCY
B. A. Couzens, 890398; L. C. Davenport, 161510; A. Haines, 838772.
To A/CERA
F. E. Scutt, 913778; F. S. Legge, 935635; L. T. Adkin, 928684; B. A. G. West, 928874; M. Watson, 956482; L. E. Irwin, 980407.
To A/CH MECH
G. A. Butcher, 891293; G. M. Biggs, 965258; F. N. Roberts, 949468.
To CHM(E)
J. W. G. Vile, 914936; V. A. Pike, 737162; C. R. Radford, 903072; F. J. Dobson, 873282; R. J. Sutherland, 872005.
To A/CCEA
A. Barlow, 913625; A. Bignell, 933983; P. A. C. Lockwood, 969957; B. Maine, 956601.
To A/CH CEL MECH
A. W. Percival, 949793.
To CHCEL
M. Macritchie, 915690.
To A/CH OEL MECH
R. E. Hughes, 908346.
To CHOEL
T. J. Lloyd, 915562; A. S. Weatherston, 915809; J. Needham, 915567; R. L. Willey, 846290.
To A/CREA
D. J. Hyder, 943876; D. Newey, 977884.
To A/CH REL MECH
P. J. Foster, 964819; A. J. Williams, 969457.
To CRS
B. L. Gringley, 843517; D. Beesley, 890448.
To CRS(W)
B. Hodgson, 055585.
To CAF(AE)
J. Perks, FX901950; J. S. Cockrell, FX846550; A. H. S. Taylor, FX851511; H. Haig, FX882432; R. Whitehead, FX902050; D. W. Harcourt, FX869282; L. Claxton, FX895239; J. Teasdale, FX863109; R. A. Knock, FX859912; E. Stephen, FX837103; W. F. James, FX910239; J. E. Bostock, FX873858; G. S. McNulty, FX885813; P. S. Wheeler, FX886996; D. J. Robinson, FX895189; J. L. Mayger, FX901833; R. A. Walker, FX869397.
To CA(AH)
R. E. Williams, FX852340.
To CA(PHOT)
E. C. Le Count, FX906059.
To CHREL(AIR)
K. Burton, FX895586; B. J. Ward, FX893427.

Reserves at sea

Eleven coastal minesweepers of the 10th Mine Countermeasures Squadron, under the overall command of the Admiral Commanding Reserves (Rear-Admiral B. C. G. Place, V.C.) flying his flag in the destroyer H.M.S. Defender, took part in the annual Royal Naval Reserve Exercise Rockhaul at the end of August and beginning of September.

The ships, manned entirely by volunteers — whose occupations are extremely varied, ranging from bankers to bus conductors, crane drivers and bricklayers — spent the time in the Mediterranean.

BELLY DANCER TO GREET THEM

With blistered feet and almost at the end of their tether, two young artificer apprentices from H.M.S. Caledonia ended a remarkable walk — or rather push — in Trafalgar Square on August 22.

They had just covered 400 miles pushing first a tea-trolley, then a pram, from Rosyth to London.

The reason — to raise money for the Spina Bifida Association, an organization which helps babies with spinal deficiencies.

The lads, Steve Owen, of Porthcawl, and Mike Hartley, of Otley, Yorkshire, both aged 18, soon bucked up when they were met by a beautiful belly dancer, called Soraya, who went along with Spina Bifida officials to greet the fund-raisers.

Steve and Mike were also handed a signal of congratulations from the Flag Officer Scotland and Northern Ireland (Vice-Admiral Sir Ian McGeoch) by Commander P. James,



Belly dancer Soraya poses in Trafalgar Square with artificer apprentices Steve Owen and Mike Hartley.

of the Directorate of Naval Engineering Department.

Then, on their way through the Old Admiralty Building forecourt, they had an impromptu meeting with the Secretary of State for Defence, Mr. Denis Healey, who also extended his congratulations.

The lads did not know immediately quite how much they had raised for, apart from collecting money in the pram en route, they were also sponsored by Scottish firms who were offering so much a mile completed.

The big push, which began on August 9, actually started out as a race between Owen and Hartley and two other artificer

apprentices, Richard Weeks and Robert Chase — an idea they thought up themselves and undertook in their own time.

The tea-trolley came to grief in Yorkshire, one of the wheels falling off, but Owen and Hartley, after some delay, managed to change the trolley for a pram at an Oxfam centre.

Weeks and Chase were well in the lead but at Melton Mowbray, Chase twisted his knee and the two had to withdraw. Owen and Hartley continued gamely and eventually achieved their objective.

"All we want now is to put our feet up for a bit," the triumphant walkers commented.

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the men at the top of each advancement roster. The Points total include the merit points awarded on form S.507 for May 31, 1969.

The number in parenthesis indicates the number of men with the same number of points.

Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

CPO	1510	356	Ch Smkr	1234
CPO Wtr	1517	511	L Wtr	304
CPO CA	1715	1823	PO SA	656
LSA	(ex O)	1852	PO Ck	(ex S)
510	L Ck (ex S)	2306	PO Sld	1274
472	CPO Ck	2306	L Ck	494
CPO Ck	(ex O)	858 (2)	(ex O)	400
2175	MAA	1235 (2)	MAA (ex Cox'n)	1506
1235 (2)	CERA/Ch Mech	2189	Ch C El	1760
1284/567	Ch O El	1364	CPO MA	776
1681	PO MA	342	CCY	1444
697	CY	461	CRS	1660
653	RS	660	CAF(AE)	2421
766				

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: LS, L Std, POM(E), LM(E), PO O El, Ch Med Tech, CRS(W), L AM(AE), PO R El (Air).

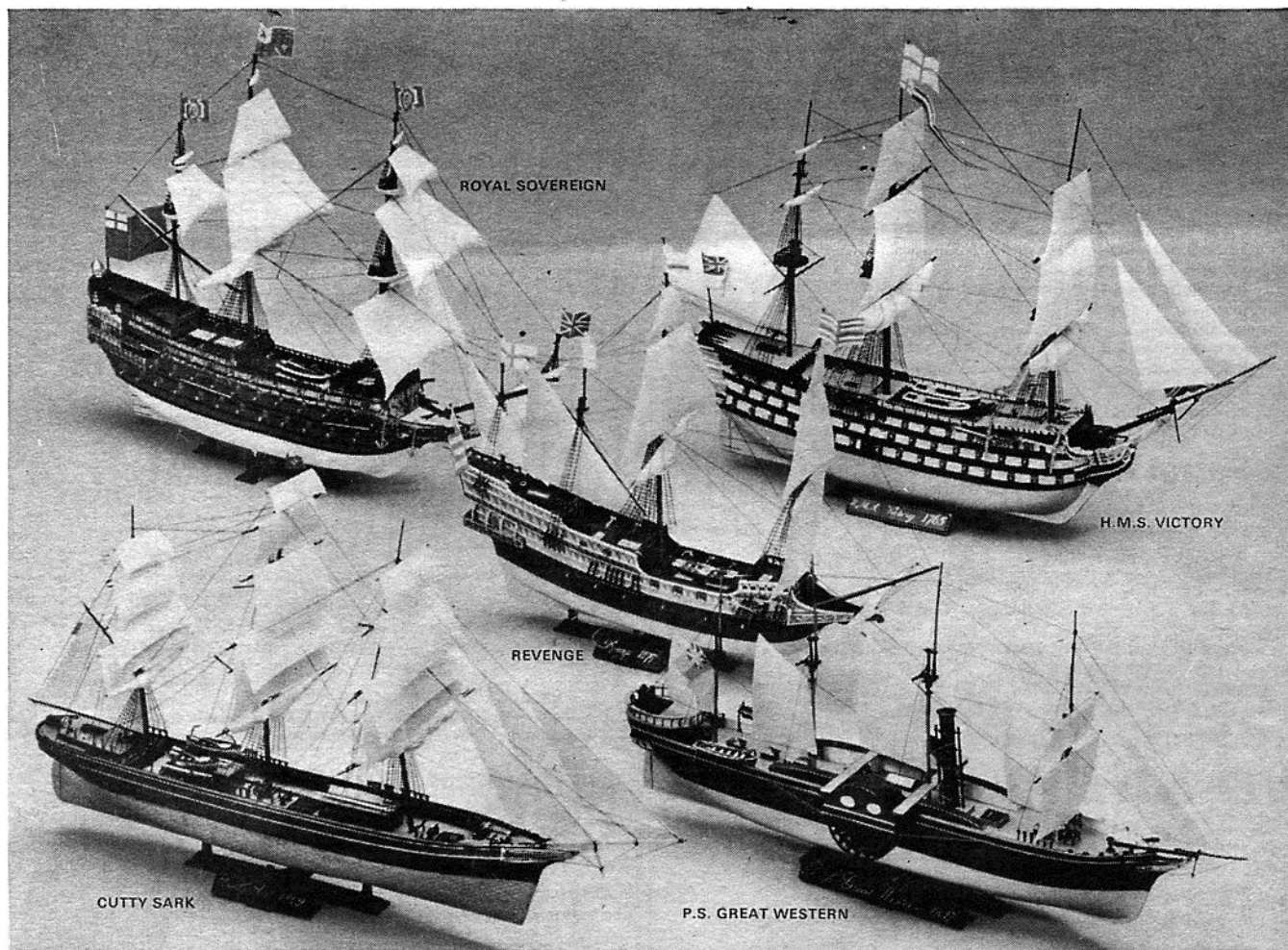
The following roster are "Dry": Ch Shpt, Ch CEA/Ch CE Mech, PO C El, LCME, Ch O EA/Ch OE Mech, LOEM, Ch REA/Ch RE Mech, PO R El, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA(Air), Ch El Mech(Air), Ch R El Mech(Air), LEM(Air), LREM(Air).

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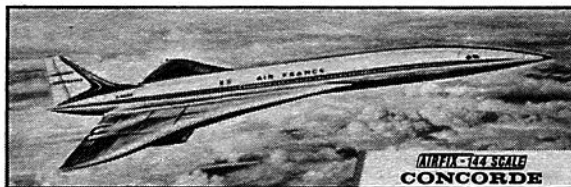
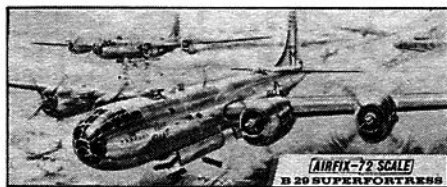
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ALL YOUR LETTERS

I have just been reading "Sparker's" Letter in the September issue. He is to be congratulated for putting his thoughts down on paper — and Navy News for printing it.

His suggestions for a new uniform are of course shared by a great number of us. Here at SHAPE it is very apparent (at least to me!) that the square rig is outdated.

The Leading Regulators here (new title for a new image?) take part in many ceremonial parades; one indeed is a permanent member of the Supreme Commander's Honour Guard.

Viewed alongside the uniforms of the other men of this guard,

Square rig out of date?

RUM ISSUE — OFFICIAL

The following Naval General Message was issued on Aug. 28:

"A statement has appeared in Navy News and the national Press that the rum issue is to be abolished. In answer to questions a Ministry of Defence (Navy) spokesman has stated that the matter is under consideration, but that no firm decision has been taken."

"This is the factual position. The fleet will be informed in good time of any decision."

Letters received on the subject are printed on this page.

which is drawn from the 14 nations which comprise NATO, his rig does appear somewhat antiquated.

In 1960 the miscellaneous branches changed from fore-and-aft to square rig. Perhaps this should have been the other way around.

NUCLEAR AGE

As to a new image for the Royal Navy (not just "Navy," please) surely we have already got this? The interest of most civilians now centres on the nuclear submarine, so we have definitely entered the nuclear age.

There is no easy way to get recruits. Let's be honest and agree that the modern youth is not going to sign on just because

he has seen a few documentary films on "the box."

His "world centres on this "tragic lantern," and the thought of accepting any form of military discipline which would include hair cuts and duty watches instead of fifteen-bob hair styles and coffee bar juke boxes would certainly frighten him away.

It needs the men serving in the Royal Navy to tell him face to face that life is quite tolerable; to explain things like "good oppos" and "runs ashore" all over the world. The money's not bad either.

FREE ADVERTISING

Advertising is expensive. Admiral Le Fanu appears to be waging a campaign to get the Service into the news. Hardly a week goes by without seeing his photograph in the world press

demonstrating some aspect of our modernity.

This type of spontaneous advertising is free.

Rear-Admiral Milln, who has just left SHAPE, is of the same mould. No one here from Saceur down is left with any doubts as to the efficiency of the Royal Navy and its important role in NATO — advertising on an international scale.

So here we have two admirals with "get up and go." Come on Sparks, YOU get up and go. If you get one new recruit, remember he might be your relief in a few years' time!

Finally, there are several navies which are Royal, there is even one which is U.S. There is only one Royal Navy. Seagoing Defence Organization indeed! The mind boggles.

Anchor-faced Crusher, International Police, Supreme Headquarters Allied Forces, Europe.

Derision about

"Organization"

I read with interest the comments on recruiting by a "Sparker" in September's Navy News.

He must surely be joking when he suggests changing the Navy's name to "Seagoing Defence Organization," a change which would rightly be met with howls of derision

'Bang drum for our old country'

Calmly you print that the tot may be stopped — and that used to be a punishment in my day! I just cannot believe that the modern Navy is in favour of such a drastic move.

Later in the same issue I shuddered to read the suggestions of a serving man to encourage recruiting. New uniforms, more up-to-date! Oh horror! Is not the Navy a service for MEN

rather than an increase in recruitment.

Otherwise the author makes some good points.

I have felt for some time that the right sort of factual reporting of what the Navy is doing is better than a good deal of straight advertising, which must, by its nature, be somewhat artificial.

Recruitment publicity would also be more effective if, as well as stressing the adventurous nature of naval life, it made more effort to show that the Navy is still an essential instrument of the country's defence, thus correcting the opposite impression engendered by the continual cuts.

Better still, stop the cuts!

R. A. Forder.

Trinity College, Cambridge.

still, or are we now going to see a collection of tailors' dummies?

Sir, the only way to encourage recruitment is to restore national pride. This was played down to a low level after the war and has been kept low probably on the basis of thought that while individuals are like well-fed ruminants, they won't think.

The Navy could, with our other forces, bang the drum louder.

ON FRONT PAGE

Come on, Jack! Help to bring back pride to our old country, and ignore all the psychiatry and psychology of politicians and the like.

Insist that the achievements of you all serving in the forces is front-page news in the national Press, and not tucked away somewhere among the gossip columns.

Then you'll get the recruits you need, and some of them will enjoy the tot as much as I did.

S. V. Allen (H.O. 1939-46).

Bexley, Kent.

'WISHFUL THINKING' TO END TOT

In your columns you state that "rum is an anachronism" and that the sailors themselves are principally responsible for the proposed termination, resulting from their own disinterest.

Surely the suggestion that we no longer wish for our rum issue is wishful thinking on behalf of the penny pinchers in Whitehall and elsewhere.

A check on any ship in the Fleet would quickly dispel any notions of temperance and reveal that "tot" today is just as popular as it ever was, if not more so.

Over a period of several years I have only ever come across two ratings who were voluntary "T."

Before ending this "ancient anachronism," consideration could perhaps be given to ending less enjoyable traditions such as hammocks, canteen messing, water rationing (on a carrier would you believe), and toilets without proper doors, to name but a few. Any hope?

Totter.

B.F.P.O. Ships.

Only one "T"

I have served in several ships and have not noticed any deterioration in "tot" drinking. In fact, upon checking with our CPO coxswain I find that in my ship, only one rating out of 158 entitled to draw is "T."

F. E. Alp (C.C.E.A.)

H.M.S. Jaguar.

"Out of touch"

While the popular press was quick to criticize the possibility of ending the rum ration, and also ready to defend the tot with a series of stirring articles (mainly Daily Sketch and Daily Mail), the Royal Navy's own paper prints "No-one likes to see traditions end, but in this case any sadness may be eased by concessions more in keeping

with today's Navy than with Nelson's tars."

Might I suggest that tea-drinking officials are as out of touch with the real Navy as Navy News appears to be with its trendy propaganda and recruiting office philosophy.

Serving LME.

H.M.S. Ark Royal.

In a flap

May I give the following quotation from Daily Orders in my ship:

"I.D. cards — The high rate of losses continues. It is believed that some of these are lost because they are used as 'wallets' for money. To prevent this, divisional POs/CPOs are to collect in all I.D. cards of their divisions and staple the flap over."

And they expect "men" to sign on!

Hawkey.

BFPO Ships.

Leaders appeal

The Mountbatten Youth Centre at Slough is a newly-established club with strong Royal Navy connections. We are exceedingly grateful and indebted to the Navy.

However, what we need now is more help because the successful camps have brought junior boys and seniors (with their girls) pouring into the club, and we find ourselves rather overwhelmed by the situation.

Are there any Navy men in Slough or in the vicinity who would help us as leaders? (sailing, football coach, adventure camping, expeditions, and the like.) We would also appreciate any naval ladies to help as well.

Brian Walshe

The Vicarage, St Mary's Road, Langley (Bucks).

A number of other letters have had to be held over because of pressure on space.

Duty frees

I object most strongly to the statement in the "end of the tot" report about a much more responsible approach to work and career. It would seem to indicate that men who manned yesterday's Fleet were not responsible. That I can say is wrong.

If the tot is ended I would consider the real reason lies in pressure from the Army and Air Force now that all are under the Ministry of Defence. Watch out, it's duty free's next.

G. F. Brown

Macclesfield.

EX-WREN'S VIEW

I would like to say how smart I think the sailor's uniform. As I live in a naval port I have a chance to see the other navies of the world, and our uniform is by far the best. Please don't change it.

The people who drip about the R.N. are the ones who would probably complain even if the uniform and name were changed. I am an ex-Wren of four years' service, and while I was in I felt very proud to wear my uniform and be part of the Royal Navy.

By the way, I am still part of the youth of Britain (21) so I know what I am talking about.

Ex-Wren

Plymouth.

Pensions query

Reference new rules on commutation of pensions, do these apply only to current discharges?

T. P. Barrett (ex-D/JX390315)

Bristol.

The new rules apply to discharges from April 1, 1969.

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Eskimo girl captivates a whole ship

H.M.S. Eskimo the Tribal class general purpose frigate (2,700 tons, full load), returned to Portsmouth on August 21 after a four-month spell in the Mediterranean, during which she visited ports in France, Greece, Italy and Turkey, in addition to taking part in NATO exercises.

Among local children invited to tour the ship at Izmir (Turkey) was a little Eskimo girl, the adopted daughter of an American Serviceman.

The girl captivated everyone on board and it is hoped to keep in touch with her and her family.

UNUSUAL

The homecoming was somewhat unusual to say the least, as the ship's helicopter flew alongside, with AB Nigel Page dangling from the hoist and brandishing a cutlass.



"You're lucky. Mine looks like an Unable seaman!"

On the fo's'le was AB Dennis Williams, wearing Eskimo clothes and holding a harpoon.

The "display" was for relatives of the ship's company who greeted the ship on her arrival after her 14,000-mile tour.

ANOTHER DOG

H.M.S. Eskimo has "chalked up" a third guide dog for the blind. Since January the ship's company has raised the necessary £250, the third dog financed by the ship.

The frigate was guardship at Gibraltar when, as part of Exercise Rock Climb, men from the commando ship H.M.S. Bulwark made an "attack" on the Rock.

The ship has now been taken in hand for a five-month refit at Portsmouth, and by next spring should be in good fettle for the second half of the commission.

OCELOT VISITS BELGIUM

The Oberon class submarine H.M.S. Ocelot visited Ostend from September 4 to 9 to take part in celebrations to commemorate the 25th anniversary of the liberation of Belgium.

The Ocelot is commanded by Lieut.-Cdr. D. I. Ramsay. He has served in submarines since 1960 and the Ocelot is his first command.

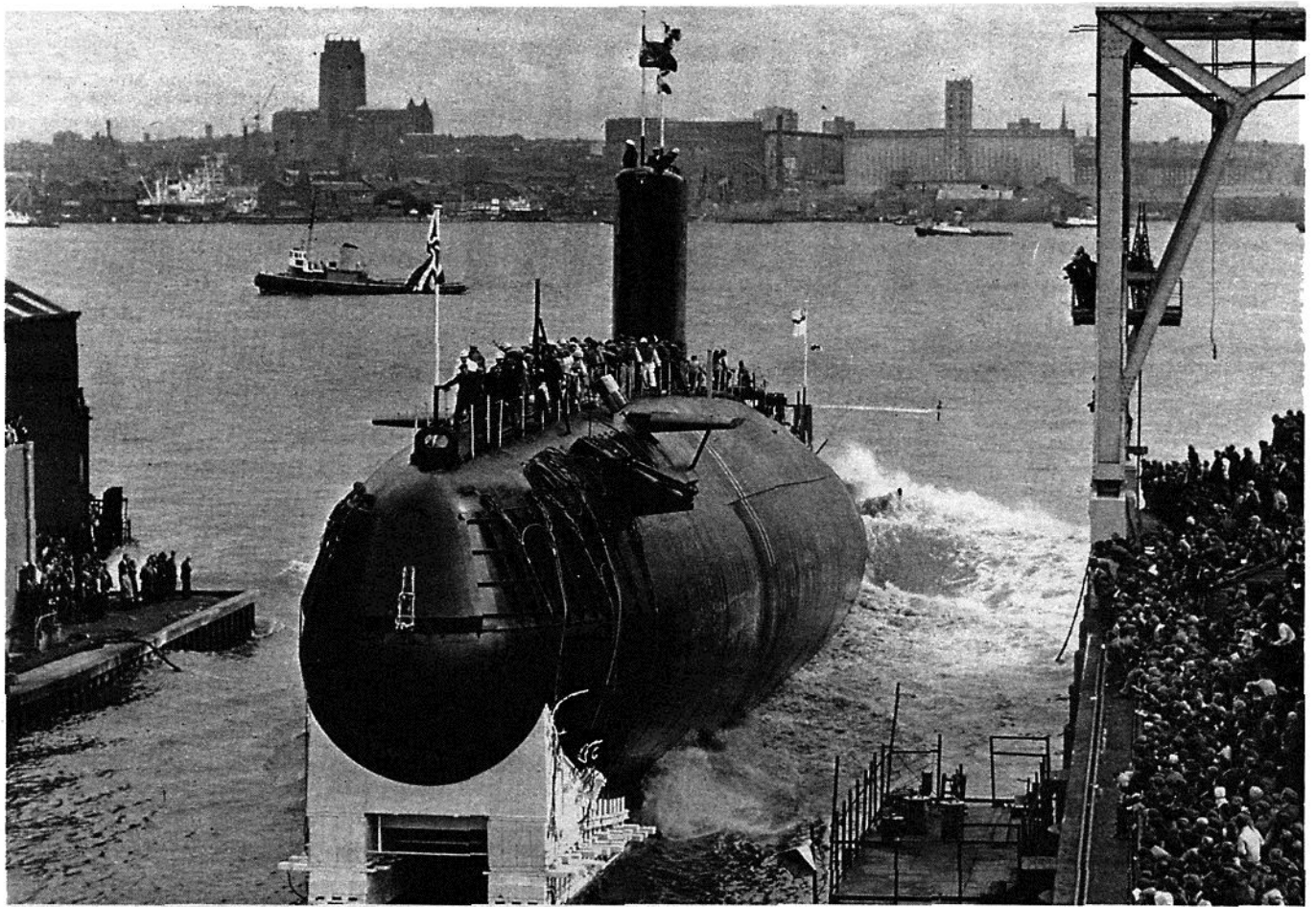
Scene at Birkenhead at the launch of the fleet nuclear submarine H.M.S. Conqueror.

Primary role of the 3,500-ton Conqueror is to hunt and destroy enemy submarines.

The naming ceremony was performed by Lady McGeoch, wife of Vice-Admiral Sir Ian McGeoch, Flag Officer Scotland and Northern Ireland.



HERE COMES THE CONQUEROR



Bos'n deprived – what a dog's life!

After a year's surveying work in English waters, the survey ship H.M.S. Bulldog (990 tons, full load) sailed for the Persian Gulf, leaving behind many friends in East Anglia.

The ship's first birthday was celebrated in Lowestoft — the ship was built there — and shortly afterwards a party visited King's Lynn. A team from the ship played a ladies' team of great charm at soccer, one result being that the right-half married his opposite number in the opposition.

A spectator from the ship subsequently married "one of theirs," so it is easy to see why fixtures against ladies' sides are

frowned on by some people — the transfer system would get too complicated.

The London Bulldog Society was entertained on board and the equally enjoyable link with the Thames River Police continued, when the ship's company was entertained at the Police Club at Hayes.

In July the 1939-45 Crews' Association of H.M. ships Bulldog, Beagle and Boadicea, visited the ship at Chatham.

After a service at the Naval War Memorial to remember lost comrades, they were entertained

on board to "lunch," which lasted well into early evening. The Association presented the ship with a tampion badge from the old Bulldog.

The affiliation with the Ramsgate Unit of the Sea Cadet Corps was cemented by their renaming their unit T.S. Bulldog in a ceremony at which the ship's bulldog, Bos'n, disgraced himself all over their headquarters.

Bos'n is now almost full grown, of boundless energy, beligerent and truculent but, regrettably, "missing one down aft."

It is hoped that eight guineas worth of hormones will spur nature to repair this omission during the ship's sojourn in the Gulf. Meanwhile he appears cheerfully oblivious of his monopathy, and undeterred by any dark suggestions of organ transplants from his stuffed chum "Joey."

DIDO MEETS MISS NORWAY

When H.M.S. Dido, in company with other ships of the permanent NATO Squadron (Standing Naval Force Atlantic), visited Oslo during August, one of the many beautiful girls who were met was Miss Kjersti Jortun, Miss Norway, 1969.

Kjersti, a college student, will be representing her country at the Miss World contest in London in November, when everyone in the Dido who met her will find it very difficult to "Back Britain."

In the picture left, Kjersti is seen with LS Christopher Humble and AB Taff Hales.

H.M.S. Dido, commanded by Capt. A. R. Rawbone, has been with the NATO Squadron throughout the year.

She has spent time on both sides of the Atlantic and visited 18 different ports.

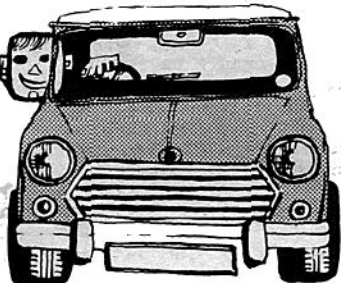
The Dido returned to Chatham on September 5 at the end of a two-and-a-half year commission, during which she also visited many ports in the Far East, Australia and Africa.



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Final step for Tiptoe after 25 years

A 13-year-old ballet student performing various ballet poses on the casing of H.M.S. Tiptoe provided a fitting finale for the submarine when she entered Portsmouth harbour to pay off for disposal.

The Tiptoe, which ended 25 years of active service, has always had connections with the world of ballet and a ballerina featured in the boat's crest.

She was the last of the "T" class submarines and the last remaining British sub. to have taken part in the Second World War.

The Tiptoe, commissioned in 1944, accounted for the last enemy ship to be sunk during the war by a Royal Navy sub. In the early 1950s, she was, with

a number of other submarines of her class, modernized at Chatham.

During the last 2½ years she has steamed over 50,000 miles and visited places as far afield as the West Indies and Norway.

Several of her 19 previous commanding officers and many other officers who have served in her were among guests at a party given by the last commanding officer (Lieut.-Cdr. J. J. S. Daniel) and officers to mark the end of her service.

H.M.S. Tiptoe (above) has taken part in two naval reviews this year — the NATO review at Spithead and the Western Fleet assembly at Torbay. She also accompanied the Prince of Wales to Cardiff after his investiture.



End of a tradition

A detachment of 35 Royal Marines who marched through Portsmouth Dockyard to join H.M.S. Blake included two buglers who will probably be the last to go to sea in a British warship.

They were Buglers Michael Turner and Barry Witts.

For some 300 years Marine buglers have been available in large ships at sea to sound reveille, the call to meals, rounds and salutes to high-ranking officers.

Although this may be the end of full-time seaborne Marine buglers, the call of the bugle will still be heard sometimes as it will be ensured that among ships' complements of Marines there will be at least one man who can play the bugle.

ROYAL FAMILIES MEET



The Queen, Duke of Edinburgh and Prince of Wales were greeted by King Olav, Crown Prince Harold and Crown Princess Sonja on arrival at Bergen.

Monarchs sail in their yachts

In contrast to the inclement weather met during the Western Fleet Assembly, the Royal Yacht Britannia, with the Queen and the Royal Family embarked, cruised to the Shetland Isles and Norway under ideal conditions in August.

H.M.S. Malcolm acted as escort.

The Royal Family was given a warm welcome on the island of Zetland and, after a day's engagements ashore, the Queen gave a reception on board the Britannia.

While it was in progress 70 fishing boats from many countries took part in a colourful steam past.

From the Shetlands the Britannia sailed for Norway, meeting the Norwegian Royal Yacht Norge and H.M.N.S. Stavanger on August 7 in the approaches to Bergen.

Here the Norwegian King, accompanied by the Crown Prince and Crown Princess, embarked in the Britannia.

The two Royal Yachts berthed

near the centre of Bergen — the "Doorway to Norway."

After the activity of Bergen — a busy programme ashore, a concert and a banquet — the peace and quiet of the charming village of Andalsnes came as a pleasant contrast.

The two yachts then anchored off Molde, the "Town of Roses," for a few hours. Molde was almost totally destroyed by German bombs in 1940.

While on passage to Trondheim on Sunday, August 10, the Norwegian Royal Family went aboard the Britannia for morning service, which was held in the Royal dining room.

There were two days of engagements ashore in Trondheim, including a banquet in the King's summer palace, before the two yachts sailed for Stjor-dals-halsen.

The Duke of Edinburgh, with the Prince of Wales and Princess Anne, left the Britannia at Stjor-dals-halsen for the Bloodhound, while the Queen set sail for home in the yacht.

It is an unusual event for two monarchs to cruise in their respective Royal Yachts in company for five days, and particularly appropriate that such a cruise should have taken place in the territorial waters of a country whose King is an Honorary Admiral in the Royal Navy.

SAYE SCHEME'S SUPER-BONUSES

A revolution in the traditional pattern of National Savings began on October 1 when the SAYE (Save As You Earn) scheme became available to the public.

This new savings "charter" is designed to attract a greater volume of personal saving from wage packets and salary cheques by rewarding those who invest regularly over a five-year term by the highest rate of return — in the shape of lump sum, tax-free bonuses — ever paid on a National Savings facility.

Those who sign on for SAYE will undertake to put away sums ranging (in £s) from £1 to £10 a month.

At the end of five years they will be eligible for a bonus equivalent to a whole year's contributions — tax free. Thus, the £1 a month saver at the end of five years will have saved £12 x 5 =

£60. To this sum will be added another £12, making a total of £72.

The £10 a month man, with savings of £600, will have £720 to his credit.

It will be possible for savers to double this bonus. For if they are prepared to let their savings lie without paying any more until the end of the seventh year they will earn yet a further year's bonus.

Arrangements are being made for Navy personnel to use the new scheme through the allotment system from January 1 next year, and a DCI on the subject is expected shortly.

SAY YES TO S.A.Y.E.

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£6	£360	£72	£432	£144	£504
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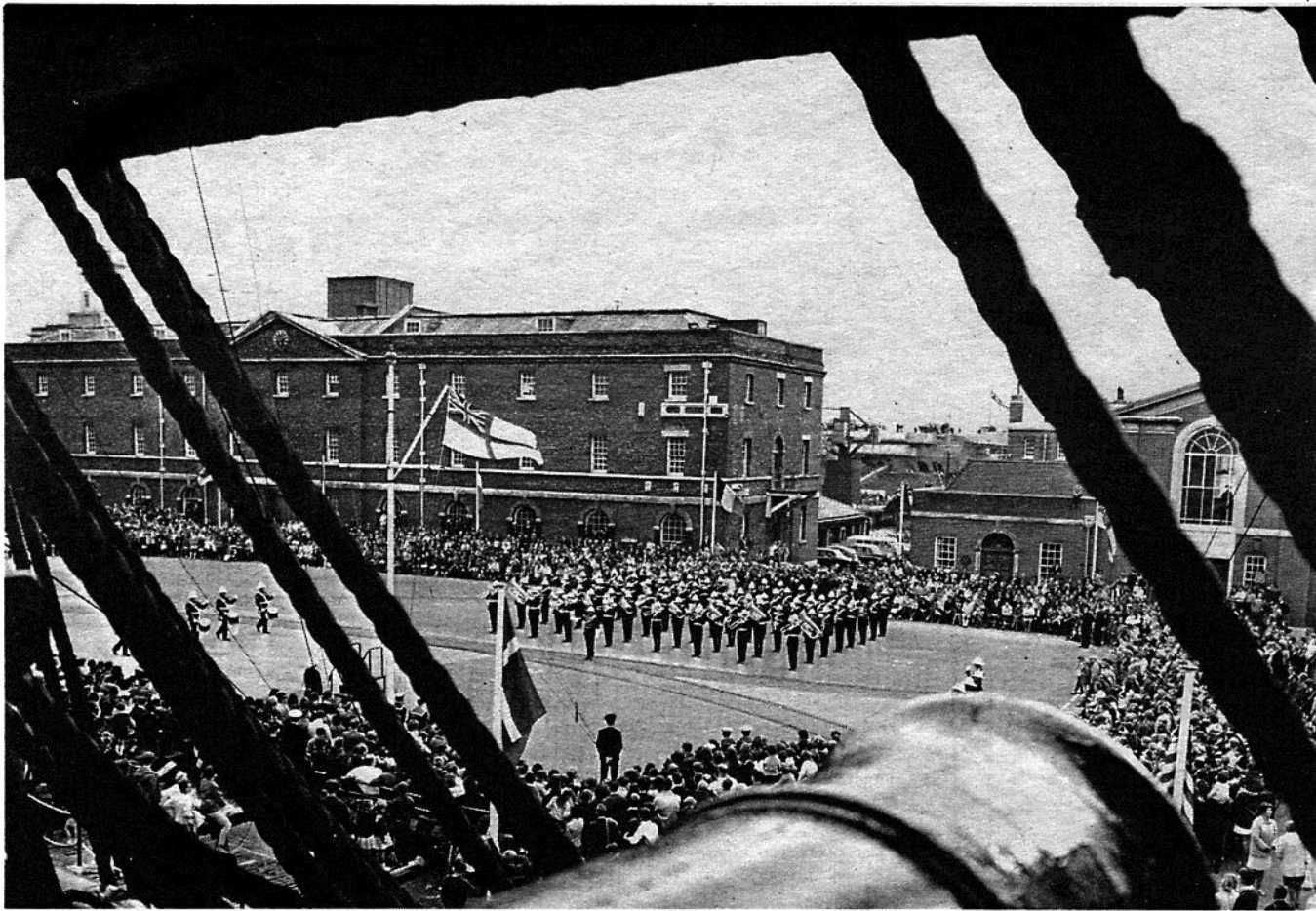
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NN1



A view from H.M.S. Victory as massed bands of the Royal Marines Beat Retreat during Portsmouth Navy Days.

Photo: PO Dave Morris



Shot the rapids in canoes

Four sub-lieutenants from the Royal Naval Engineering College, Manadon, spent an exhilarating leave white water canoeing on some of the most outstanding continental rivers, including the Rhone and the Swiss River Inn.

With a borrowed minibus and four slalom canoes, Sub-Lieutenants Clive Waghorn, Roy Seabrook, David Legg and Andrew Leask set off on July 22, with the aim of navigating the Inn after gaining experience on other rivers.

The heaviest river water that Sub-Lieut. Seabrook and Leask had previously encountered was on the River Dart, and they naturally found the fast, snow-fed rivers abroad, quite a handful.

For the uninformed, a river may be graded according to its characteristics. There are six grades, mainly determined by the amount of water and the number and type of obstructions.

Grade six is defined as, "Limit of navigability, attempted with risk to life and limb."

Swiss River Inn—a canoeist faces the twin hazards of raging torrent and dangerous rock.

The feature which immediately struck the canoeists was how much water was flowing so fast. In rapids the water may well have been flowing at up to 20 miles per hour.

The party's first canoeing was on the Rhone, above Lake Geneva on a straightforward stretch. Next day two other stages were attempted. The first was interesting but not too hard.

At the beginning of the second stage Sub-Lieut. Legg, who was driving the minibus to meet the rest at the end of the day's run, stood on a bridge and, as they passed shouted, "There are some very large standing waves around the corner." "O.K., no trouble" was the answer, but . . .

That piece of water was grade

MANY THOUSANDS MEET THE NAVY

Many thousands of people chose to spend part of their Bank Holiday week-end meeting the Navy.

At Chatham, Plymouth and Portsmouth they flocked to see the ships, the sailors who man them and the many exhibits and displays. More than 30 ships, ranging from aircraft carriers to submarines, were open.

The Plymouth Navy Days report a record attendance of 70,973 — an increase of more than 10,000 over the previous best total. At Portsmouth the figure was about 7,000 down on last year, but there was still a large attendance of well over 69,000.

Two of the attractive visitors at Plymouth Navy Days to the guided missile destroyer H.M.S. Glamorgan.



four, tending to five, and extremely difficult. For about eight kilometres all the canoeists could do was to go down river along with the water, and this stage was covered in 25 minutes.

TWO GORGES

Sub-Lieut. Waghorn led this stage and did not see Sub-Lieut. Seabrook and Leask capsize in

quick succession, both managing an eskimo roll and finishing in one piece.

The party spent a week reconnoitring and canoeing on the River Inn, which the guide rated as grade four to five, with two gorges unnavigable.

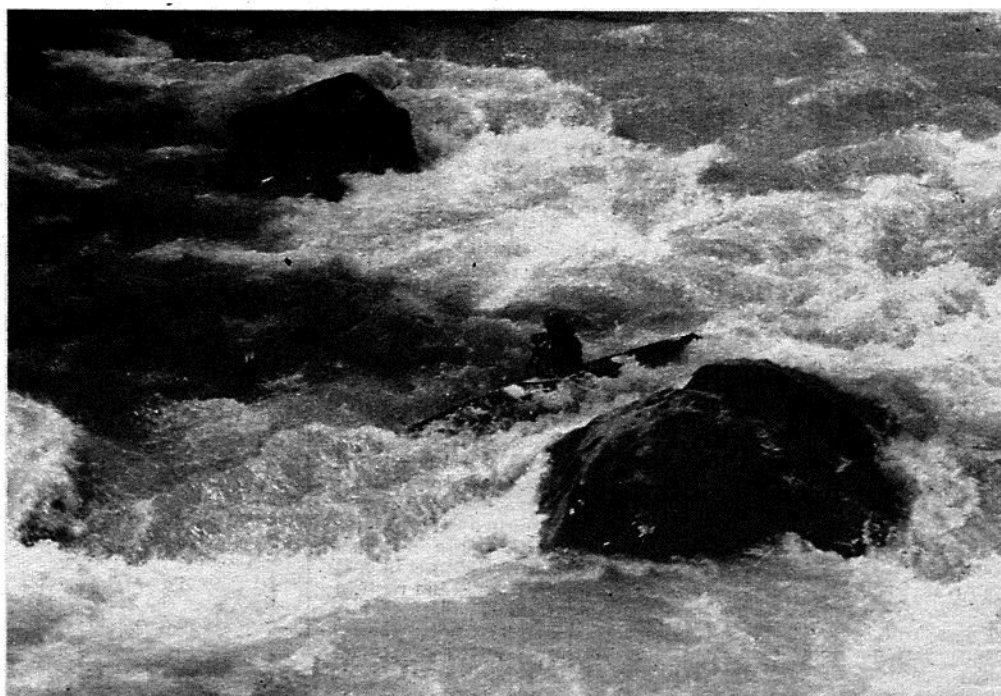
Those gorges were, in fact, subsequently navigated by members of the team of British Canoeists which, strangely enough, were reconnoitring the Inn from the banks while the sub-lieutenants passed them on the water.

The Manadon party traversed the river, but left out the two gorges.

NO ACCIDENTS

Sub-Lieut. Leask reports that they had no accidents although there were times when they nearly came unstuck. Sub-Lieut. Waghorn had a habit of breaking paddle shafts, but "he is becoming an expert at judging underwater which piece of the paddle is the longer and then using it to do an eskimo roll."

Sub-Lieut. Leask says, "On one occasion two huge stoppers at the bottom of a fall caught us unawares. Roy was leading, the second stopper causing him to capsize. Clive was also stopped and, in fact, started to surf backwards down the stopper wave just as I thrashed past, two feet away with my own problems, and just happy to remain upright."

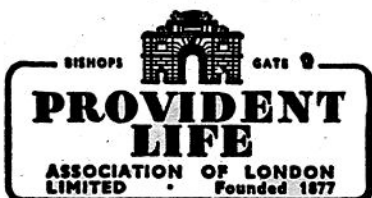


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PAGE FOR FAMILIES



LS Chris Morgan, wife Judy, and children John, Darrel, and Clive admire the breathtaking view from the roof of the new naval married quarters in Hong Kong.

Photo: LA A. E. Maris

'ANCHORED OFF' IS HARD TO BEAR

There was the ship in the evening sunshine, anchored within sight of the homes of some of the men aboard.

Ashore were wives, who knew that in a little while the ship would be off, involving weeks or months of separation.

"Why deprive us of these hours together?" is a natural and angry cry, in a situation familiar to families living at naval ports.

Circumstances of this nature arose recently for a ship on trials, resulting in two of the wives writing letters expressing their disappointment.

Explanations have already been made to help the wives to have a better understanding, but it may be useful to other families to "come in" on the discussion.

It could be their turn next.

From the wall

To take over a new ship and a new ship's company means welding together a complex of intricate machinery and the human beings to control it.

There comes a point when it is absolutely essential to tear away from the wall, get to sea, and

begin the real process of settling down to the smooth efficiency of a ship of the Fleet.

So, on trials, the ship is going in and out, getting a lot of work done, ironing out the mechanical problems, with everybody learning the process of living as a unit.

Belting down the gangway about four o'clock is a disruption which, if the ship and the Service were placed at top priority all the time, would be better avoided.

But these are human beings involved, and most of the time there is the opportunity for men to get their share of nights ashore.

But the wives will ask specifically: "Why anchor out there when the ship could be brought into the dockyard?"

They will be told that returning to the yard involves a great deal more than going across the harbour in the ferry, especially as a ship on trials experiences unexpected difficulties which

often make nonsense of a "timetable."

"All right, then," the wives may well retort, "if the circumstances pointed to anchoring outside rather than coming in, what about a liberty boat?"

There are two points about this. A liberty boat would mean, for some of the men at least, a hurried change into "civvies" after a somewhat tough day, arrival late in the evening at home, and up at five next morning to get back to the ship on time. They might not like to admit that they would really rather not.

But the second part of the answer is something much harder to define.

Perhaps a comparison could be drawn between a new ship and newlyweds. There comes a time when the couple simply have to elbow everybody gently off the premises, and shut themselves off in the little world they are going to have to live in.

Running in

The odd nights at sea — even if just quietly at anchor not far away — are an important part of the "running in" procedure, as well as providing opportunities for carrying out "at anchor" trials and exercises.

Where priorities are concerned in any organization, someone is in the unenviable position of having to decide them. Leave is always a major factor, but it would be a miracle if, from the top of the scale to the bottom, there was no displeasure.

This article may not provide all the answers, but Navy News hopes it will help to give a clearer picture of the background.

How long to Hong Kong?

Many people will remember Hong Kong as it was in 1967, when internal security was a problem and Left Wing disturbances reached serious proportions.

Those lucky sailors who have visited the Colony more recently will know that, while certain dangers remain, anxiety about such matters is hardly in evidence now.

Opportunities for a good run ashore are expanding fast.

Commercial expansion is booming, and tourists come in ever-growing numbers.

All this adds up to an awful shortage of accommodation — hotels or flats — particularly of the kind which suit naval families.

True, there is a vast amount of building in progress, but it is rather astern of demand. Prices rise, but scarcity persists.

Big influx

Moving a Minehunter Squadron from Singapore to Hong Kong, and building up H.M.S. Tamar's establishment to look after the ships properly, means that the number of ratings' families to be billeted in Hong Kong has already more than doubled this year.

The problem of quartering them all was foreseen over a year ago, but despite the best endeavours, it has not wholly been solved. There have been some lucky breaks in the scarcity market as the photograph shows.

The Navy has acquired 60 flats as "hirings" in a brand new block, and some of the first tenants to move in come from H.M.S. Sheraton, since first priority is given to families who have had to move from Singapore with ships redeployed to Hong Kong.

What about other families? Those of men joining H.M.S. Tamar or the 6th M.C.M.S. from the United Kingdom must at present expect to wait up to eight months before being given an official quarter or hiring. This waiting period can be spent partly perhaps in an hotel, and partly in a privately-acquired flat.

Hard to find

But this is not as easy as it sounds. Both types of accommodation are hard to find, and expensive.

A family with two children could expect to pay £5 a day for an hotel, and about £40 a month for a flat which would be far below the standard of a quarter

Boom town problems

— very cramped and not too comfortable in Hong Kong's warm climate.

Thus it is obviously right that the head of a family should see the situation for himself, before committing the family to what could be serious financial hardship, and he must balance the drawbacks against the problems of separation.

Since May, as announced in a Naval General Message, the rule has been that a family can be called forward when the rating has found accommodation which he can accept.

The movements organization at the Ministry of Defence is fully aware of the situation in Hong Kong, and will move a

family as soon as possible after call forward.

Unfortunately it may take him several weeks to find a roof which can be considered any sort of a bargain.

No one in authority likes this arrangement. It is sad that many families looking forward to an "accompanied" stay in Hong Kong must endure a separation first, and cannot go out on the same flight as Dad.

Worth waiting

Building takes time and competition is fierce, but the search for vacant housing is relentless.

Anyone waiting for a flight may be consoled by the thought that the fun in Hong Kong will be well worth the waiting, and eventual worries may yet be reduced to the price of sun-tan lotion, and how to get a baby-sitter for a banyan.

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

A bit on the side

Thumbing his way home, a young sailor got a lift in a car driven by a member of Navy News staff. Unaware of the identity of the driver he was asked, "If you were given the power to change a regulation, which one would you alter?"

"I would like to grow sideburns," was his reply.

This may appear to exaggerate the importance of such a minor matter in a fighting service, but no-one with teenage sons at home has any illusions about the heat which can be generated on this topic.

Short-back-and-sides fathers struggle between a sense of helplessness and outrage as the tide of flowing locks laps against their own walls.

MORE PROBLEMS?

The boys themselves see the groups, pop singers, TV personalities and actors in various arrays of bewhiskered adornment to express their personalities, the explosive situation getting a powerful stoke-up from the "dollies" who go for the fellows with the modern styles.

The dilemma for any Service is this: if they stick tightly to existing rules they play safe. If they bend to popular fashion, problems could be multiplied.

But would they? In the Royal Navy now, a roving cameraman in wardroom or messdeck would find subjects to demonstrate quite an amount of freedom for "characters."

So far as length of hair at the back is concerned, the degree of tolerance now generally applied may well be adequate to maintain the balance between smartness and modernity, but the niggle remains about sideburns.

VARIED RULES

Is a sideburn part of the main head of hair, or is it part of a "full set"? Would the average civilian accept the argument that his sideburns were not part of his ordinary head of hair?

The variety of rules in the armed forces about moustaches, beards, and hair generally is not without that touch of comedy which is common to the whole situation.

Nobody pretends that the problem is as simple as it looks, but if a Service hairstyle is so subject to social pressure as to become a personal embarrassment, this may have to be weighed against tradition in finding an answer.



"Them space age 'Long Johns' of yours ought to knock the birds for six, Stripey!"

ROYAL NAVY'S ROLE IN BEAUTIFUL CARIBBEAN

This Eden's deceptive

Since the time of their discovery by Christopher Columbus in 1492 — albeit he mistook them for outposts leading to the fabled riches of Marco Polo's Far East — the Caribbean islands have had a history of turbulence and profligate romanticism.

Originally an exclusive Spanish preserve, used primarily as fortified bastions for the safe passage of treasure from the Spanish Main, they were later invaded, settled and fought over by the French, British, Dutch and Portuguese.

As the European settlers took over and imported African slaves to work the sugar and other plantations, the indigenous peoples — the soft Arawaks and the fierce Caribs became virtually extinct.

The islands have been deceptively idyllic Edens. Their natural beauty has been ravaged by volcanic eruptions and hurricanes. The wealth and languor of the Europeans offset by the iniquities of slavery. Noble action in sea and land battles counter-balanced by the pillage and destruction of pirates and buccaners.

With emancipation, first from slavery then from colonial domination, the West Indians have verged towards nationalism, each island or group of islands seeking self-determination.

Throughout this historical "pot-pourri," Britain has wielded a large measure of influence, with the Navy playing an integral part in her colonial activities.

Famous sea-faring names spring readily to mind: Hawkins (who combined forays against the Spanish with slave-running), Drake, Nelson (who met his wife Fanny Nesbit on the island of Nevis), Hood and Rodney.

While Britain's possessions and power have shrunk, she still retains certain responsibilities in this area of immense distances and thousands of islands (the Bahamas alone have 4,000), and the Royal Navy still has a vital part to play.

The Navy has its headquarters on the 22-mile-long island of Bermuda, a tiny speck in the Western Atlantic some several hundreds of miles to the north of the main Caribbean complex.

Two frigates

On Bermuda, a British dependency which is now a holiday play-pen in the sun for thousands of Americans, is Britain's Senior Naval Officer, West Indies — with a staff of 30 — who has his base at H.M.S. Malabar and has under his control two frigates.

This officer, known as SNOWI and who at the moment is Commodore Martin Lucey, is responsible for the major overseas area of the Western Fleet. And as the Commodore, who spends three-quarters of his time afloat in the frigates, explained, it is an important area for three purposes.

First, to see that British dependencies are kept free of any illegal activity, largely in the Bahamas where the Navy has to prevent people from using the islands for illegal purposes;

The present Senior Naval Officer, West Indies—Commodore Martin Lucey.



by
Tony Hobbs

secondly, responsibility for the external defence of the Associated States in the Windward and Leeward Islands; and, thirdly, to show the flag in the countries of North and South America, mainly Colombia and Venezuela.

In addition, the Royal Navy liaises with the French, who have two minesweepers in Martinique and the Dutch, who have a frigate in Curacao, and has certain responsibilities to NATO.

With the fan working overtime and looking at a large wall-map, Commodore Lucey went on to give his personal opinion as to why the Caribbean was still a troubled area today.

"When the British gave up actual administration of the islands, a Federation was formed, but this failed," he said. "Therefore, in the early 1960s the idea of the Associated States was brought in, which by and large has been successful, but there have been constant rumblings — witness Anguilla."

Tourism hope

"In addition, the economics of the Caribbean have been difficult. A great number of the islands, all small units, have relied for years on the success of sugar crops which nowadays are not paying well. They are trying to diversify their agricul-

tural economics but without very much success.

"You have constantly increasing populations and the great hope is tourism, American tourism."

As Commodore Lucey emphasizes, the Royal Navy is extremely popular in the West Indies. "The welcome the Navy gets out here is terrific," he said. "It is long-standing of course. You could say that we bat on a magnificent wicket — until we actually start to play cricket, when we meet our betters."

Distances great

The "wicket" was prepared long ago when great exploits were performed. With this historical mystique attached to the Royal Navy, even today the knowledge that one of H.M. ships is somewhere over the horizon has a sobering influence in times of difficulty.

With responsibility for the external defence of the British dependencies (Bahamas, Bermuda, Virgin Islands, Montserrat, St Vincent, Cayman Islands, Grand Turk and British Honduras) and the Associated States (St Kitts, Nevis, Anguilla, Antigua, Barbados, Dominica, St Lucia, Grenada and Carriacou), the two frigates are constantly engaged in patrolling and showing the flag.

The area they cover includes no fewer than 37 different countries, ranging from Colombia and Guiana in the south to the United States in the north, and the distances are great.

The kind of problem which

Liaison officer to help in rundown

To assist Fleet Air Arm officers who will be retiring under the redundancy terms, Cdr. D. R. O. Price has been appointed to work closely with the existing resettlement and employment organizations.

He will also assist those officers applying to transfer to the Royal Air Force, to rotary wing, or to other sub-specializations.

Cdr. Price will be known as the FAA Employment Liaison Officer, and will be responsible to ensuring that

(a) all officers leaving the Service obtain the maximum benefit from existing facilities to prepare themselves for civilian employment and that they are aware of the various employment organizations available to help them in beginning a new career;

(b) the appointing authorities are kept fully up-to-date with the personal aspects of individual problems arising during the redeployment phase of the run-down;

(c) officers have a chance of discussing the options open to them before having to finalize their choices.

Frequent visits

Cdr. Price will have his headquarters in the Ministry of Defence, but will maintain close touch with the Resettlement Officers at each naval air station and in each carrier by frequent visits.

During these visits, interviews or discussions will be arranged with groups of officers concerned, or individuals.

OPTION FOR FOUR YEARS

Details of the new Long Service (Option) (LSR(O)) engagement for adult seaman and electrical mechanics, mentioned in the September issue of Navy News, have been announced.

The terms of the new engagement are the same as those of the LSR engagement (which still remains open to these recruits) with the addition of an option to transfer to the Royal Fleet Reserve on completion of four years' service instead of nine.

Men serving on the new engagement will receive a lower rate of pay, but they may renounce the option at any time after their first three months of service, and they will then receive pay at the same rates as men on the normal LSR engagement.

Those serving on the new engagement will have to give not less than six months' and not more than twelve months' notice of their wish to exercise the option.

Marriage Allowance, Ration Allowance, SSP, etc., are payable at the same rates and under the same conditions applicable to ratings on the normal LSR engagement.

might arise is usually of internal security

Then the frigates might be called on for disaster relief.

And quite apart from the discharging of defence-type duties, the maintenance of the British presence also includes the sometimes onerous official duty of ceremony and protocol.

Today, the naval presence in Bermuda might be small, but it is nevertheless vital. And while the island is buzzing with American tourists in Bermudan shorts on auto-cycles, bikini figures sprawl on the pink coral sands, glasses of rum punch chink and hot dogs and hamburgers are consumed, the Navy is quietly getting on with the business of keeping the peace.

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GLOOM AS DOLLIES
GO FOR THE 'MODS'

No offence, Fulmar.
These are young civili-
ans who volun-
teered to put on a
Navy cap to see how
it looked with long
hair.



Top marks for "Sparker's" conception of our modern Navy, and how it could be bettered (writes "Bunts"). In his article "Any Hope of a New Uniform," published in the September edition of Navy News, Sparker boldly pointed out several of the many hard facts of lower deck life which do contribute towards the pitifully low recruitment figures, far more than the powers-that-be seem to realize.

The very same facts are most certainly largely responsible for the fewer numbers of men willing to re-engage after nine years of service.

Gone now is the "Jolly Jack Tar" of yesteryear. In the same way that his sails were replaced by steam, steam is now being replaced by nuclear propulsion. The signalman's eyes and skill with his semaphore flags have been replaced by radar and radio.

Technicians

The old "tar" has been replaced by a technician who has received a thorough education, and has also had the advantage of growing up in a world which he has probably learned more about and seen more of, through the medium of "the box," than most of the old sailors did in a lifetime at sea.

This "technician," this space aged, modern minded Jack Tar, will still be jolly — IF HE MAKES UP HIS MIND THAT THE NAVY IS A JOLLY SERVICE TO BE IN.

The sailor of today — and of the future — has a keen, agile and intelligent mind. He resents — and naturally so — being told that his hair is far too long and

that he will be put in the rattle if it isn't cut "by 1600 today."

Especially so when some care-free, long-haired civvies have probably been hurling ridicule at his short hair, on last night's run ashore.

In truth, it is quite deflating to be told by the "Dolly" you trapped last night that she prefers boys with a MODERN hair style.

I am not suggesting that their lordships should cheerfully give the O.K. for the Navy to grow shoulder-length locks, but if any of them are reading this article, I believe that you will see the point which I am trying to make.

The phrase "Wot's under yer 'at, yer keep — wot's sticking owt is the barber's" should have been deleted from the G.I.'s manual in our training establishments, long ago.

Believe it or not — and I for one believe it — that fact alone is a great deterrent to a young civvy who is considering joining the Navy.

He is probably not adverse to having his hair trimmed on joining, but he shudders suddenly and thinks — "Remember what they did to old so-and-so's hair and how it looked when he came home on his first leave — Ugh!"

A new uniform would probably go a long way to boosting both recruitment and re-engagement figures.

My ideas on this subject are much the same as those suggested in Sparker's article.

The old drips -

There are innumerable other facts of service life that I would like to see altered.

They are the age old drips of sailors — e.g. why be made to get out of bed at 0630 when, after you have washed and partaken of a greasy breakfast that you probably didn't really want, you have nothing to do except sit around amid a host of tired, glum, sunken faces in deathly silence for 40 or 50 minutes, before "Turn to is piped?"

Why be made to go to bed at 2200 and why should it be necessary for a petty officer to turn off the mess lights at that time?

Yes, of course there are the watch-keepers to think about — but we are capable of thinking about them ourselves — and of coming to agreeable solutions over such matters.

Sailors of today still enjoy a good run ashore, and perhaps sink a little more than our Army and Air Force rivals.

When at sea, however, and engaged on a duty which calls for a clear and sober head, today's sailor does not want to get drunk.

It would be really nice if you could come off watch after a hectic pair of dog watches in the boiler room, engine room, operations room, the bridge, the wireless office — or from a R.A.S. in cold or hot weather, and go and buy yourself a well earned pint — "to sink your teeth into thereof."

If these facts of service life were to be changed to the better, I sincerely believe that the recruitment and re-engagement figures would change. Also to 'he better.

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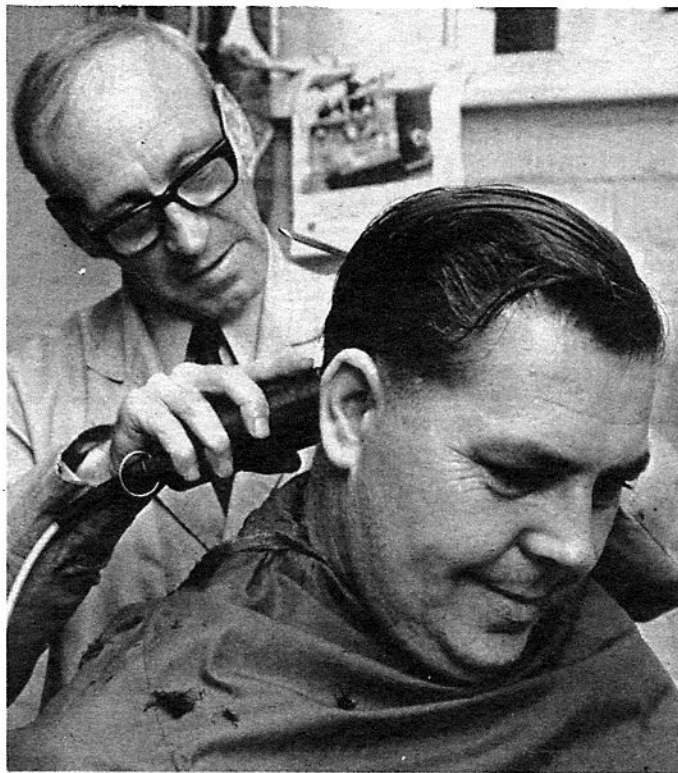
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Or short
back and
sides for
ever?

Civilian naval barber George Barnes, here giving a traditional trim to POM(E) W. Clark, says: "There have been plenty of changes of style during the last couple of years."

"Short back and sides" is not a very popular expression these days — "a light or medium trim" is more favoured, he says.

"And we are able to keep to the modern trends without going to extremes."



ROYAL NAVY'S AIRCRAFT — No. 21

Technical data

Fairey III F Mk III b

Description: Three-seat carrier-borne or catapulted seaplane for spotter-reconnaissance duties.

Manufacturers: Fairey Aviation Co., Ltd.

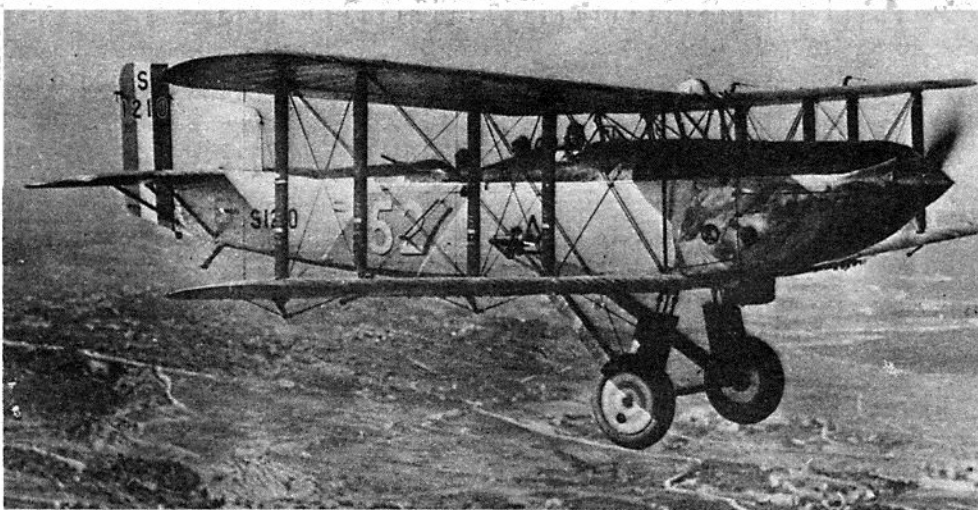
Power plant: One 570 h.p. Napier Lion XIA.

Dimensions: Span, 45ft. 9½ in.; length, 34ft. 4in. (36ft. 4in. as seaplane); height, 14ft. 2½ in.; wing area 443½ sq. ft.

Weight: Empty, 3,923lb. Loaded, 6,301lb.

Performance: Maximum speed, 120 m.p.h. at 10,000ft. Service ceiling, 20,000ft. Range, normal 400 miles; maximum 1,520 miles.

Armament: One fixed Vickers gun forward and one manually-operated Lewis gun on Scarff ring or Fairey high-speed mounting in rear cockpit. Provision for up to 500lb. of bombs below the wings.



The Fairey IIIF — between 1928-36 it served in all the British carriers.

From biplane era...

The Fairey IIIF is one of the best remembered aircraft of the Fleet Air Arm's pre-war biplane era. It was introduced as a successor to the Fairey IIID.

Between 1928 and 1936, Fairey IIIF's served in all the British carriers and they were also widely employed as twin-float planes in catapult

reconnaissance flights in battleships and cruisers.

The prototype IIIF (N198) was first flown by Capt. N. Macmillan at Northolt in March, 1926. Derived from the Fairey IIID, it was similar in appearance, but was much more streamlined and fitted with a metal air-screw and improved undercarriage.

The Mk I version, with a Lion VA engine, first flew in February, 1927, and in August that year the Mk. II version, fitted with the Lion Mk. XI engine, made its debut. Other versions produced were the Mk III with all metal construction, and the Mk IIIB and IIIM.

The Fairey IIIF first

entered service with the F.A.A. in 1928, when it superseded the Fairey IIID in No. 440 Flight and formed the initial equipment of No's 445 and 446 Flights. Re-equipment continued with IIIF's replacing Avro Bisons, Blackburn Blackburns and Blackburn Ripons.

In 1934, the IIIF was largely supplanted by the Fairey Seal, but remained in service in Furious until 1936 and was not finally declared obsolete until January, 1940.

In Courageous

As the IIIF was used at a period when the arrester wire technique was out of favour in carriers, it was not fitted with an arrester hook.

One IIIF, however, was fitted with a spring-loaded arrester hook for deck landing trials in Courageous in 1931. The arrester wires were of the transverse type instead of the longitudinal wires used in the twenties. This system became standardised and, although much modified, is still in use today.

The IIIB series were stressed for catapult work and conversion from land-plane to seaplane consisted of exchanging the wheeled undercarriage for floats. It was a simple operation, taking about an hour. It departed from the three-float undercarriage, using instead long twin-floats which gave stability both laterally and fore and aft.

In addition to its normal role, it was used as a radio-controlled target, as a target-towing aircraft, and for training telegraphist airgunners and observers.

When H.M.S. Mohawk visited Dominica on her return to the West Indies, the Governor was given his first flight in a helicopter, being flown over the capital town of Roseau.

It was not a long flight but certainly stopped all work in the town while it lasted.

The Mohawk has also carried out a number of jobs that were hardly expected. Thanks to the generosity of the Americans in providing a gift of school furniture, the ship took on the appearance of a container ship when 25 tons of this furniture was transported, in 12 large crates, from San Juan to Anguilla.

FOR ANNUAL CAMP

After this, the Mohawk went to Dominica to transport 80 men of the Dominican Defence Force to Montserrat for their annual camp — transporting them back a fortnight later, battle worn but happy.

Off Puerto Rico, during a weapon training period with H.M.S. Arethusa, the ship found herself recovering a pilotless target and parachute. The 80ft. parachute put up a con-

Hongkong projects aid

Navy 'ambassador' of good works

All over the world are people with grateful memories of the Royal Navy, whether for aid in disaster of earthquake dimensions, rescue at sea, or simply a wonderful children's

party for the under-privileged.

Nowhere are these "ambassadors of Britain" better known than among the remote communities around Hongkong, and few people are better acquainted with this aspect of a "naval presence" than Lieut.-Cdr. Ron Palastre, who has just ended his appointment as berthing and mooring officer at the colony's establishment, H.M.S. Tamar.

Lieut.-Cdr. Palastre, a native of South London who is now adopting Cornwall as his home, went to Hongkong with an experience of six previous visits, and with a reputation for human sympathies.

For several years in the carrier Ark Royal he organized Ark Aid, through which help was given both at home and abroad, one particular association being with the Cheshire Homes.

Small Communities

The opportunities for assistance under the general heading of Community Relations were numerous in Hongkong, and Lieut.-Cdr. Palastre decided to concentrate his energies towards small communities, such as those on the small islands in the neighbourhood.

Parties of sailors were organized cooking their own food (and buying much of it locally), humping their own gear, and often walking miles in broiling sunshine to reach their site.

However tough the going, or the work, the sailors found themselves enjoying the experience, the exped. type of spirit being evident in every project.

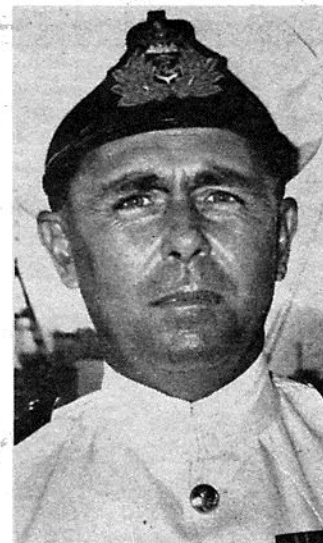
Impressive

The list of achievements makes impressive reading, including children's playgrounds, installation of generators (from the Colony's administration) for lighting systems, water supply pumps, irrigations culverts, shipways, moorings, navigation beacons, demolition of navigation hazards, jetties — even the painting of a village temple.

The aim has always been to encourage the locals to roll up their sleeves as well, and the sailors' work did much to promote local pride.

Youth Clubs

Lasting monuments to the Royal Navy's practical sympathies are not the only result of



Lieut.-Cdr. Ron Palastre — he leaves Hongkong with a remarkable record of good work.

the Community Relations scheme.

Among Chinese youth clubs Lieut.-Cdr. Palastre's organization has given assistance with the Duke of Edinburgh's Award Scheme, and in the running of summer camps for the under-privileged.

Lieut.-Cdr. Palastre leaves the Colony with a remarkable record of good work, and all who are familiar with it are delighted that he has been honoured with the M.B.E.

CHILDREN IN THE JUNGLE

Eighteen children of naval families in Singapore went on an exciting jungle expedition in Malaysia.

The children, aged between 13 and 17 and including two girls, went up to Johore and carried out a rugged hike up and down steep ridges and through primary and secondary jungle.

They built their own "basha" huts and cooked their own food during their two overnight stops in the jungle, and eventually made their way to the locally famous Lombong waterfalls.

Five adults, including the Port Recreation Officer, H.M.S. Terror (Sub-Lieut. Reginald Varns), accompanied the party.

FURNITURE REMOVALS TASK FOR THE MOHAWK

siderable fight in the 20 knot winds as it was recovered on the forecable — having successfully covered most of it!

EXPEDS. ENJOYED

Expeds — both sailing and walking — have been much enjoyed in the islands despite the wet weather, as have the visits to Bermuda, where a maintenance period coincided with the Black Power conference, and Trinidad, for a self maintenance period.

Many on board were thankful that it was not nearly as fierce as Camille, which must have given her sister ship on station, the Arethusa, a rough time.



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SUCH QUESTIONS!



When Peter Magee, serving at the Clyde Submarine Base, Faslane, was on the Royal Navy stand at the Nor-nex exhibition of machinery at the Kelvin Hall, Miss Trudy Reid on the stand opposite wanted to know what a variable pitch screw was. And who better to ask than a sailor? Anyone who cares to switch his attention for a moment to the left of the picture will see the object of her curiosity.

OUR 'FARTHEST FLUNG' READER

Navy News goes all over the world, but the "farthest flung" reader, in terms of remoteness, is probably Lieut.-Cdr. George Lush on the coral atoll of Aldabra, in the Indian Ocean.

When George returned in 1960 from the Halley Base in Antarctica, where he had been leader of the expedition (1959-60) after having been base engineer for the same base for the International Geophysical Year (1955-56), he was asked: "Why did you want to go south again?"

Lives on coral atoll

He replied: "It is difficult to say. I found myself 'listening' for the Antarctic silence — a silence so deep that it can almost be felt."

George has departed again, but this time he will not find that silence in his new domain of Aldabra.

Aldabra came into the news when it was suggested as an air-staging post. Biologists throughout the world were strongly opposed to this because, by

reason of its inaccessibility and inhospitability, it has remained largely undisturbed by man.

As part of the cuts in defence expenditure it was decided not to proceed with the air-staging post, and it is hoped that the atoll will be regulated as a nature reserve.

Lieut.-Cdr. Lush has been appointed Director of the Royal Society's Station and he left for Mombasa at the end of August, accompanied by his wife.

In addition to his job as Director, he will be the island's magistrate.

Scientists will visit Aldabra to

study bio-geography and evolution. It is the last island in the Old World where giant tortoises are found in their natural state, and there are vast numbers of resident birds, many of them breeding on the atoll.

Lieut.-Cdr. Lush, an ex-H.M.S. St Vincent boy who was promoted boatswain in 1949, retired from the Service last April after 35 years in the Royal Navy.

His last appointment was as assistant captain of Singapore Dockyard. Previously he had been the master rigger in Portsmouth Dockyard, 1963-66, during which time H.M.S. Victory was completely refitted with 34 miles of Italian hemp.

5,000 Germans visit Warspite

H.M.S. Warspite paid an informal visit to Kiel, the second made by a nuclear submarine to the city, the first having been made by H.M.S. Dreadnought in 1968.

A full programme arranged by the Federal German Navy included two soccer matches, a small-bore shooting contest, a tour of Schleswig-Holstein and a visit to Lubeck and the German border.

The ship's football team found itself up against a side which had been training for three weeks and, although defeated on the

soccer field, a firm friendship was established with the opposition which resulted in another meeting — at a pub ashore. The outcome of the second "match" is not recorded.

As a result of the bus tour of Schleswig-Holstein a party of children from outlying towns visited the submarine on the last day of her stay.

The Warspite, commanded by Cdr. J. B. Hervey, was open to organized parties on one day, when some 200 members of the Federal German Navy and civilian organizations visited the ship.

The public were allowed on board on the Saturday and Sunday of the visit, during which time about 5,000 toured the forward part.

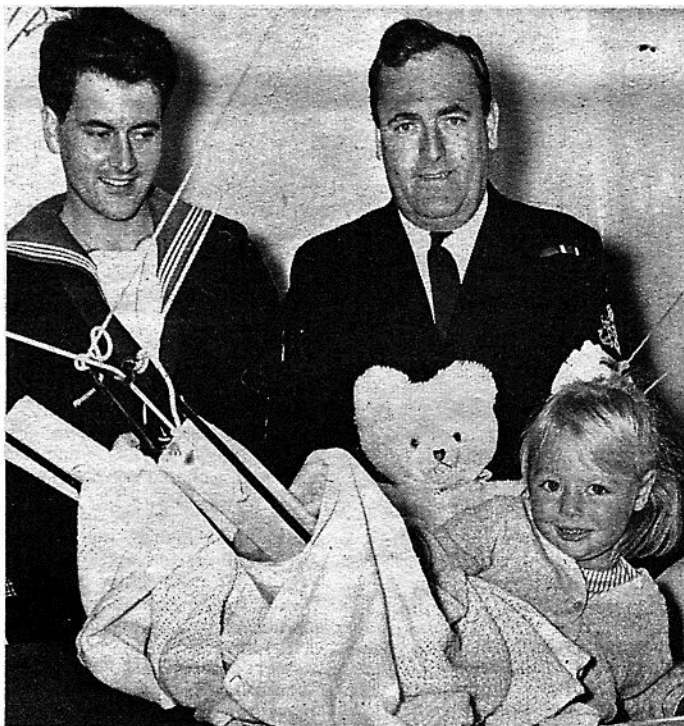
'HONEST BILL' AIDS THE CHILDREN

Pictured right with a young patient at the Mount Gould Hospital, Plymouth, are two men from H.M.S. Eagle, AB Lester Bailey and PO Steward Bill Larkin.

On a recent passage across the Atlantic PO Larkin, the captain's steward, organized a charity raffle into which he put so much effort selling tickets under the name of "Honest Bill" that the ship was able to present £100 to the children's department of the Mount Gould Hospital.

In the picture with AB Lester Bailey and PO Larkin, who is married with four children of his own, is Tina Kirby, of Plymouth, obviously delighted with her visitors.

H.M.S. Eagle has been carrying out exercises in the North Atlantic before sailing for the Mediterranean.



Unusual test in saddle clubs competition

The Royal Marine Barracks, Eastney, were winners in the combined Royal Navy and Royal Marine Saddle Clubs competition held in H.M.S. Dryad.

Eight teams of three from various establishments competed for the main prizes of a challenge bowl and tankards, with whips and rosettes for individual winners.

The horses were mainly government chargers lent by the Royal Horse Artillery, the Household Cavalry, Sandhurst and Royal Marines.

The riders had no opportunity to know their mounts before the event, and this presented an unusual test, particularly to those who had started riding only recently.

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The finances took turn for better last year

The 32nd annual conference of the Royal Naval Association is being held in the Fairfield Halls, Croydon, on October 4, when Admiral Sir David Luce will give his presidential address and annual report.

The statement of accounts for the year ended December, 1968, circulated with the agenda for the meeting, makes interesting reading.

For the first time for a number of years, income exceeded expenditure. An excess of expenditure over income for 1967 of £535 has been turned into an excess of income over expenditure of £590.

Although expenses generally, in common with everything in life these days, are greater than last year, and the Fund Raising Committee's donation was £1,000 instead of £1,500 last year, the annual subscriptions and new entrants' fees reveal a pleasant upward trend.

These two items total £7,504, as against £6,189 last year. Another interesting item is the £951 Sales Department profit. Last year this was £492.

TO BE DISCUSSED

There are 15 motions to be discussed. The most important appears to be that proposed by the Guildford branch — "increasing the amount of general publicity . . . with the aims to increase membership still further."

The association needs a continual flow of new members and as these can come only from the Service, publicity should start there.

Other motions on the agenda include: That the 1973 conference be held in Cardiff; that the annual parade preceding the

Reunion be restored; and one that, should it be passed, would result in something very good or, on the other hand, very bad — that a national talent competition be held organized through the areas, the winners to provide entertainment at the Reunion.

Unquestionably there is excellent talent among the many branches, but it is one thing to entertain a gathering of two or three dozen, but an entirely different kettle of fish to entertain two or three thousand.

Redcar club

Although Redcar branch was formed only 18 months ago it now has its own club premises, officially opened on August 27 by Lieut. Forbes Watson, R.N.V.R. (Ret.), a representative of the brewery company which lent the capital.

Over 400 people attended the meeting, including Shipmate Don Crabtree, vice-chairman of the National Council, and local dignitaries.

The ladies' section, which has worked very hard, provided a first class buffet meal.

The club consists of the "lower deck" — a bar capable of seating 200 people — and on the "upper deck" is a concert room, with bar, stage and modern microphone equipment. Top artists are engaged each week.

When H.M.S. Diamond visited Middlesbrough in August, 30 of the ship's com-

pany were entertained.

Next evening 32 club members and their wives were entertained on board the ship — a visit none will forget. A ship's crest was given to the club.

Purley highlights

In addition to their own monthly socials, Purley branch has visited other branches and been hosts to others.

Highlights have been the visit to Portsmouth for Navy Days, terminating with an enjoyable evening at the Portsmouth branch, the visit to the Royal Tournament, and a jumble sale at Oxted, proceeds of which go to the expenses incurred in producing the Old Folk's annual dinner.

Last year the sale produced £68.

The young boys who were with the party for Navy Days were enthralled.

The next events are the reunion in nearby Croydon and a Christmas fair on November 15 at Caterham.

H.M.S. Rhyl Pete Henley Fund

The Pete Henley fund was closed on September 3, total amount collected being £375. This has been paid into Pete's bank account. All the ex-ship's company of H.M.S. Rhyl are thanked for helping to raise this very worthwhile amount.

45 years with subs.

After 54 years with the Service — 45 of them connected with submarines — Mr. Francis Harding, a lively 70, retired on August 29.

Mr. Harding joined the Royal Navy in 1915 and served in H.M.S. Inconstant at the Battle of Jutland in 1916.

Entering the Submarine Service in 1924, Mr. Harding became a C.P.O. instructor with the Submarine Escape staff in 1929. On being pensioned in 1938 he was offered the job of civilian instructor in the submarine escape tank, but was recalled for the Second World War before he could take up the appointment.

AWARDED B.E.M.

In 1939 he served for a short spell in H.M.S. Otway before being drafted once again to the Submarine Escape staff.

He was employed mainly on testing and servicing escape



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NOVEL TRAVEL WHEELS 'DASH'

The "Big Wheel" race — from the top of the Big Wheel at Hayling Island's funfair to the top of the Big Wheel at the Clarence Pier, Southsea, funfair and back — attracted nearly 30 entries.

Originally conceived as a challenge to Hayling Island Naval Association by Hayling branch of the Royal Air Force Association, it was later decided to open the event to the public to raise money for the branch's Battle of Britain collection.

Apart from the fastest time efforts, there were many entries for the novel means of transport class — from pogo stick, motored bath tub and floating bedstead to horses, bicycles and one competitor who travelled the hard way — he ran.

NAVY ENTRANT

The only Royal Navy entrant came from H.M.S. Leopard, who used a rubber dinghy, but

which broke down on the return journey.

Portsmouth Motor Club set up the fastest time in the open class — 21min. 40sec., but that time was bettered in the licensed houses class by a team from Bosham's Blue Anchor Club — 20min. 38sec.

The time for the floating bedstead was 233min. 2sec. This entry won a prize for the most novel means of making the journey.

Second prize in this class went to the pogo stick entrant who, dressed as a Roman soldier, pogo-ed down the main road, paddled across the harbour in his bath-tub and then travelled on the back of a motor-cycle to the Clarence Pier, returning the same way.

His trip down memory lane

The Lord Mayor of Portsmouth (Coun. W. J. Evans) made a nostalgic journey from the Guildhall to Hardway, Gosport.

For four years, from 1912 to 1916, while he was an artificer apprentice, the Lord Mayor journeyed by tram to the dockyard and then took a boat to Hardway, off which was moored the tiffies' training ship, H.M.S. Fiscard.

For the sentimental journey Coun. Evans, accompanied by four of his "old mates" — Messrs. S. L. C. Boddie, J. A. Mitchell, E. A. Burgess and H. H. Swayne — used the Lord Mayor's official car for the journey to the dockyard.

Later, with the Mayor of Gosport (Coun. V. E. J. Neal) the party visited H.M.S. Sultan, the R.N. Marine Engineering School, at Gosport.

On completion of a tour of the establishment, during which the party saw the guided missile destroyer control room simulator, known locally as H.M.S. Buckinghamshire, and much modern marine engineering training equipment, Couns. Evans and Neal were presented with crests

REUNIONS

H.M.S. Royal Oak survivors. R.N.A. Club, Victory Stadium, Pitt Street, Portsmouth. October 10. Contact J. Kerr at above address.

H.M.S. Scylla will commission at the end of January, 1970. Any officer or rating who served in a previous Scylla and would like to attend should contact Lieut. D. Hart Dyke, H.M.S. Scylla, at Devonport.

H.M.S. Norfolk (1939-45). Memorial service, Ascension Church, Crownhill, Plymouth, October 25, at 1600, followed by reunion dinner in Magnet Restaurant, New Cornwall Street, Plymouth, at 1930 for 2000. Cost £1. A. C. Martyn, 44, St Margaret's Road, Plympton, Plymouth.

R.N. & R.M. P.T. Reunion, 10th Parachute Bn Hqs, White City, W.12. November 1. Closing date October 18. Details — R. T. Savage, 98 Brocket Way, Chigwell, Essex.

Mrs. Elbro, 6, Rosedale Avenue, Peverell, Plymouth, trying to arrange a reunion of Wrens who joined H.M.S. Dauntless for class 130, would be pleased to hear from persons interested.

CALLING OLD SHIPS

Ord. Sea George Henry Burton was lost when H.M.S. Diana was sunk on April 27, 1941. D. Mechell, 34, Cecil Rhodes House, Pancras Road, London. N.W.1, would appreciate any information about the dead man.

H.M.S. Diana holds an Africa/Somali-Land campaign medal of 1908-10, awarded to an AB B. Godwin, of H.M.S. Diana. The owner, or family, is asked to contact Lieut.-Cdr. G. N. Teague, H.M.S. Diana.

Frank Brown, 101, Witako Street, Lower Hutt, Wellington, New Zealand, who joined the Royal Navy in 1912, and served in the Sapphire, Bellerophon (1914), Nessus (1915), Faulknor (1916) and, as Signaller, Frank Brown, fought aboard the Emperor of India for the 4th Battle Squadron's weller weight title, would like to hear from anyone who remembers him. Sigs. Worley and Lancaster were two he remembers well. He also served in H.M.S. Campania during the Second World War.

Mr. H. B. Gibbs, The Woodlands, Earlow Valley, Shirenewton, Nr. Chepstow, Mon., seeks information of Second Engineer, s.s. Merloneth, torpedoed off Norway in First World War.

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World's oldest submariner

Reckoned to be the oldest submariner in the world, Mr. Alexander Gibbs, of Kingsteignton, died in August, aged 92.

Mr. Gibbs joined the submarine service in 1904 when the Royal Navy was experimenting with its first boats and, during the following 15 years he served in practically every kind of submarine.

He was serving in a submarine at the time of the Battle of Jutland. Over 50 years later he was a guest of the captain of H.M.S. Warspite, the nuclear-powered submarine.

Before the turn of the century he witnessed the sinking of the American battleship Maine at Havana during the Spanish-American war, 1898.

A member of Plymouth branch of the Submarine Old Comrades' Association, he was guest of honour at a reunion at St. Austell last July.

A large number of people attended the funeral, Service buglers sounding the Last Post and Reveille.



Mr. Francis Harding — subs have been his life.

equipment, including two Russian submarines which were refitted at Portsmouth and a captured German U-boat.

In 1942, while working on board a Norwegian submarine at Blyth, then a submarine base, there was a battery explosion on board. Mr. Harding was responsible for saving the life of a member of the rescue team, being awarded the B.E.M.

In 1944 his elder son, John, a Lieutenant, Royal Marines, was killed in action off Walcheren.

MANY CHANGES

In 1945 he took up the post of civilian instructor in the Escape Tank.

During his time with the Royal Navy Mr. Harding has seen many changes in submarine escape — from the original Davies submarine escape apparatus right through to the present-day one man escape system.

Mr. Harding was presented with a silver statue of a submarine sailor — a replica of the one in Westminster Abbey — and a pewter tankard by the Submarine Escape staff to mark his retirement.

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How 'Fly Navy' was born

THE 'NEWS'
DIARY

"Fly Navy" — the car sticker that caught on and continues to raise plenty of interest — has been popping up in all sorts of unlikely places. One of the latest, our "spies" tell us, is in a Paris bus.

The sticker was first seen as long ago as summer 1966 — an embryo idea of aircrew frowned on by ground crew, but nevertheless painted in colour on the photography pack of a Buccaneer aircraft of 736 Squadron based at R.N. air station Lossiemouth and commanded by Lieut.-Cdr. John F. Kennett.

The pack was used by the squadron for a couple of years on all their public display commitments.

Lieut.-Cdr Kennett was relieved by Lieut.-Cdr J. D. H. B. Howard — and one of the things he inherited was a "Fly Navy" photography pack.

Farnborough 1968 . . . and one of the "stars" was 809 Squadron, commanded by Lieut.-Cdr A. J. White, and every one of his five grey Buccaneer aircraft had a photography pack, each with a "Fly Navy" slogan.

The scene shifts to R.N. air station Culdrose and Lieut.-Cdr P. H. Stuart, public relations officer. "Jan" had been seconded to Farnborough for public relations duties and on returning to Culdrose "scrounged" £10 from devious sources, had a printing block made . . . and the first "Fly Navy" stickers were in being. They went within a few days.

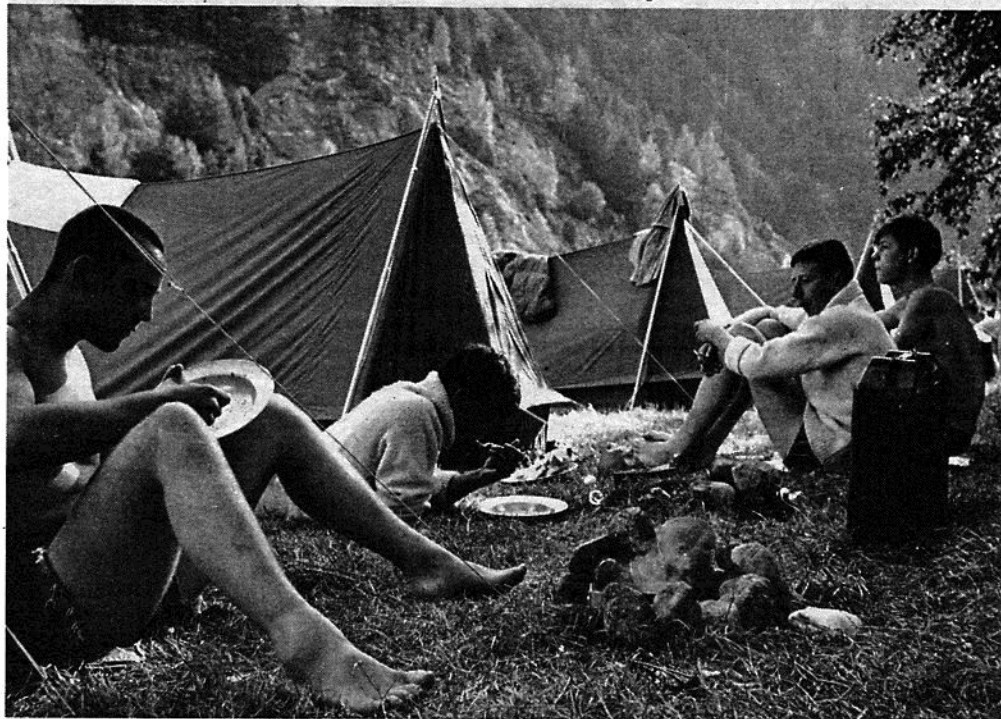
On being approached officially by Culdrose for money for additional stickers, the then Naval Air Command public relations officer, Cdr. K. H. Dedman, arranged through the recruiting publicity people at the Ministry of Defence to produce a set of car stickers, "Fly Navy" "Sail Navy" and "Dive Navy." These were printed in their thousands and sent to the various commands.

Later derivations included "Go Places with the Navy" and "The Navy Has It."

And now we have "Miss Fly Navy" — Wren Katie Higgins, from R.N. air station Yeovilton, who appears in public wearing a "Fly Navy" sash and with a model Phantom aircraft built by the station canoe club.

THEY'RE 'AWAY FROM IT ALL'

Scene of contentment as juniors from H.M.S. Ganges enjoy a meal break during a recent expedition from the establishment to Norway. Photo: PO (Phot) R. Whitehouse



Won high prize



As winner of first prize in a competition run by a local newspaper and the Cinque Ports Flying Club, Lieut.-Cdr Douglas Lynd became entitled to a free course of flying lessons.

Lieut.-Cdr. Lynd, who is supply officer (cash) in H.M.S. Pembroke, is seen with the aircraft in which he has already gone "solo."

A home from home

The Royal Navy will learn with, no doubt, mixed views that all but three of the youngest members of the crew of the latest Hull trawler have carpeted cabins.

Nearly all the comforts of home will, in fact, be available to fishermen who sail in the trawler, the C.S. Forester.

CHECK, CHECK, CHECK...

This is H.M.S. Verulam's latest contribution in their exchange of poetry with H.M.S. Excellent:

*Aff-angler casting with his rod
Does not rely on Fate,
But skilfully he plays the line
And selects a tasty bait.
So Verulam, without a gun
Must therefore use her wit
And with her doggerel verse as lure
The Mighty Gunners bit.*

*Please keep your saints and heroes bold
And bear us no reproach,
May ghosts of Dreyer and Percy Scott
Still haunt Domville's Approach.
We only tried with modest skill
Some humour, gently poking,
So put your weapons all to 'SAFE'
We were only b---y joking.*

Resolution's oldest man cuts cake

The oldest man on board H.M.S. Resolution, LS James Miller, cuts his 42nd birthday cake (below).

LS Miller, who joined the Navy in 1945 and will shortly

be leaving, was presented with a model of a propeller — made on board by Cdr. Howard Mann — to commemorate his long service in the Navy and in Resolution, which he joined in 1966.



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R.N.B.T. committee task for admiral

Chairman of a new committee which has been set up by the Royal Naval Benevolent Trust will be Admiral Sir Frank Hopkins.

Envisaging requirements 10 years ahead will be among the tasks to be tackled by this policy committee, which has been established to undertake a general review of present and possible future activities of the Trust.

As a former Commander-in-Chief, Portsmouth, Admiral Hopkins has considerable knowledge of the Trust and a good idea of requirements for the future.

Other committee members will be: The hon. treasurer for the coming year; Mr. G. Henderson, ex-serving member, Chatham Local Committee; Mr. H.

H. Heath, chairman, Devonport Local Committee; Mr. E. H. Ross, Local Secretary, Portsmouth; and Lieut.-Cdr. H. B. Binks, General Secretary.

Rear-Admiral P. N. Buckley, governor appointed by the Admiralty Board, will be an advisory member.

The review will include an examination of the Trust's structure, administration and finances and the new committee will report its findings from time to time to the Central Committee, making any recommendations it considers desirable.

The Trust is taking this look at itself in consequence of changing social patterns in naval and other structures.



Admiral Sir Frank Hopkins

THE THIN AIR TESTED THEIR STAMINA



The function of a torpedo — seen (left) in the grounds of the military academy, Bogota — is explained to a Colombian Army officer cadet by Cadet James Langrishe, of Britannia R.N. College, Dartmouth.

The picture was taken when ten Dartmouth cadets were among 80 members of a British tri-Service delegation which attended the 150th anniversary celebrations of Colombian independence.

The reason for the British party's presence was that British volunteers, led by Col. James Rooke, served under Simon Bolivar, liberator of Colombia.

In the party were two descendants of Col. Rooke. One was a member of the Dartmouth contingent — Midshipman John Rooke, who is also descended from Admiral Rooke, who captured Gibraltar. A battalion of the Colombian Army is named after Col. Rooke, who is a national hero, and Midshipman Rooke visited this battalion as a guest-of-honour.

The naval officer cadets were led by Lieut.-Cdr. Colin Lawrence, an instructor at Dartmouth.

Apart from taking part in the official celebrations, one of the memories is of undergoing drill training in the thin air of 8,600 feet above Bogota, under the eagle eye of the British Army's senior sergeant-major.

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A WORLD OF HIS OWN

Triumph over frustrations on epic voyage

"My mother, when asked for her opinion of the voyage before I sailed, had replied that she considered it 'totally irresponsible' and on this Christmas Day I began to think she was right."

"I was sailing round the world simply because I bloody well wanted to — and, I realized, I was thoroughly enjoying myself."

So wrote Robin Knox-Johnston when he was still 1,700 miles west of Cape Horn, and his book "A World of My Own" (Cassell, 30s.), shows that despite frustrations which would have daunted a lesser man, he carried on with his incredible journey until, ten-and-a-half months after leaving Falmouth he had completed the circumnavigation of the world single-handed.

One gets the feel of the man and his boat in the first few pages of the book, which shows him to be a practical seaman of outstanding ability and ingenuity, with confidence in himself and his boat — the 32ft. 6in. Suhaili.

With water tanks polluted,

radio out of action, self-steering gear jettisoned, main boom collapsed and a leak which could only have been repaired by a man of unbelievable resource and determination, his imperturbability never left him.

The leak entailed working for four hours five feet below the surface and all the time keeping a weather eye open for sharks. One appeared while he was doing the job, and he had to shoot it.

"A World of My Own" is a fascinating story of determination — a sparkling, uninhibited, inspiring account of Robin Knox-Johnston, Suhaili, and the greatest sea adventure of our time.

How Cheers won through

Spread between 300 and 500 square feet of sail on a couple of long skinny hulls, and when you go about, turn everything the

other way and go backwards.

No wonder the organizers of the 1968 Single-Handed Transatlantic Race "had doubts" about the twin-hulled craft Cheers as an entry, and perhaps no one was more surprised than they when it was sailed to the starting line in England from the Virgin Islands.

The planning, testing and racing of this remarkable boat forms the subject of "Project Cheers," published by Adlard Coles, Ltd., at 45s.

Men of sail constantly turn their eyes to the swift Polynesian proas, and Cheers was built on that basis — the hull without masts being always to leeward. Dedication to the idea, great courage, and spartan living got her back again over the ocean in the race, to a close third place, and she might well have been the winner.

Now we have the full story of the venture, dramatic in its simple telling, fully illustrated, and absorbing at every stage — exciting to any reader, and intriguing in its technical detail for all who enjoy boating with "sticks and string."

Clipper era recaptured

"Ships passed through centuries of development so slow it became perceptible only in retrospect; then suddenly there was the incredible flowering, woeefully brief."

The words might form part of the epitaph of the great days of sail in the clipper era, a story told in painstaking, affectionate detail by Richard Armstrong in "The Merchantmen," the third volume in his History of Seafaring (Ernest Benn, Ltd., price 30s.).

Most of it has been told before, but the author has gathered in all the threads to produce a rich pattern of a romantic era. There was brutality, suffering, and ruthless drive concentrated in the swiftest and most beautiful vessels which have ever graced the oceans.

The pages breathe the dedication and enthusiasm of the followers of what has become a

legend — "the passing so total and absolute that it is impossible for men who lived with it to believe it could have happened."

Illustrated with many pictures and maps, the book describes the development of the carrying trade to the giant tankers of today, encyclopaedic for the serious student, but fascinating alike to mariners or fireside voyagers.

The fascination of uniforms

Uniforms have always had a fascination for everyone.

Crowds gather to watch the changing of the guard outside Buckingham Palace, the Capitol and even the Kremlin. Almost all nations maintain elite forces who still parade in "traditional" uniform, derived, perhaps, from centuries of campaigning.

The second volume in the "World Uniforms in Colour" series, published by Patrick Stephens, Ltd. (30s.), features in full colour on every page the current ceremonial uniforms worn by the military and police forces of 44 countries in America, Africa, Asia and Oceania.

Printed in Italy, and compiled by a group of specialists, editors and illustrators under the leadership of Rinaldo D. D'Ami, this informative book, with nearly 300 full-colour illustrations, will

NEW ON THE BOOKSHELF

appeal equally to youngsters, model soldier collectors and military modellers as well as the serious uniform collector.

While being easy to read and follow, it is factual and detailed in content. It covers colourful units such as the U.S. Marines, the Royal Canadian Mounted Police, the King's African Rifles and the Indian Gurkhas, and their histories, traditions and customs are described in detail.

Volume I, which covers the uniforms of European nations in similar detail, was published in November, 1968.

Both volumes have colour on every page and are bound in heavy laminated boards — ideal gift books.

APPOINTMENTS

Vice-Admiral A. M. Lewis, the present Flag Officer Flotillas, Western Fleet, is to become Second Sea Lord and Chief of Naval Personnel in succession to Admiral Sir Frank Twiss in March, 1970.

Admiral Lewis, a gunnery specialist, has commanded the Girdleness and the Kent.

Vice-Admiral Sir William O'Brien, former Commander Far East Fleet, is to be C-in-C. Western Fleet with the acting rank of admiral in February in succession to Admiral Sir John Bush.

Admiral O'Brien will also succeed Admiral Bush in the NATO appointment of Allied C-in-C. Channel and C-in-C. Eastern Atlantic Area.

The next Flag Officer Submarines, relieving Vice-Admiral Sir Michael Pollock in November this year, is to be Rear-Admiral J. C. Y. Roxburgh, the present Flag Officer Plymouth.

A submariner, Admiral Roxburgh was awarded the D.S.C. and Bar, and the D.S.O. in the Second World War.

Commodore J. P. K. Harkness, who is to be promoted to Rear-Admiral to date January 7, 1970, is to become Director General Naval Manpower in the acting rank of Rear-Admiral in December.

Captain I. Raikes, at present leader of the "Know Your Navy (1969)" team, is to be promoted to Rear-Admiral to

date January 7 and to become Naval Secretary from next March.

Other appointments recently announced include the following: Capt. F. W. Hearn, Sultan as Commodore Naval Pay and Records (to serve in rank of Commodore while holding the appointment) January 1.

Capt. L. S. Bryson, Daedalus in command, March 3.

Capt. T. H. Bradbury, Terror in command, March 21.

Capt. D. W. Bazalgette, Tamar as Chief Staff Officer to Commander British Forces Hongkong, January 26.

Capt. A. J. Monk, Sea Eagle as Supt., R.N. Aircraft Yard, Belfast, January 29.

Capt. E. J. W. Flower, Cochran as duty at A.R.T.E. Dounreay and as Commanding Officer and Superintendent, March 27.

Cdr. I. F. Grant, Salisbury in command, October 6.

Cdr. W. D. Jenks, Zulu in command, January 9.

Cdr. J. F. Woodward, Warspite in command, December 10.

Cdr. D. R. Johnston, Rooke in command, February 13.

Cdr. W. R. J. Mylne, Heron as Executive Officer, October 30.

Cdr. A. J. Richmond, Pembroke as Training Commander, January 23.

Lieut.-Cdr. H. A. N. Willis, Londonderry in command, September 1.

Lieut.-Cdr. A. R. Evans, Ulster in command, October 7.

Lieut.-Cdr. N. I. C. Kettlewell, Antrim as Executive Officer on commissioning for trials and service.

Lieut. O. M. Windle, Narwhal in command, December 12.

Lieut. J. F. T. G. Salt, Finwhale in command, November 5.

Drafty is promoted



Commodore Harkness is known to the thousands of Navy News readers as Drafty, his monthly articles having played a major part in bringing about a better understanding among ratings and their wives of the working of the system.

Lieut. R. C. Meyrick, Opossum in command, November 12.
Lieut. R. D. Hunter, Aeneas in command, October 13.

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In memoriam

Gareth Edward Rees. Mne. RM 23255. Naval partv 8901. Aug. 12. Colin Arthur Nicholson. POCK(S). S/MX849016. H.M.S. Seahawk. Aug. 28.

Ian Robert Garland. M(E) 1. D/074918. H.M.S. Triumph. Sept. 1. Andrew Richard Taylor. M(E) 1. P/088263. H.M.S. Hampshire. Sept. 2. Alexander John Frederick Hawkrigge. Captain(S). September 7 in Singapore. Jonathan Fish. PO Wtr. P/MX 896606. H.M.S. Dolphin. Sept. 8. William Glenton. AA1 L/FX 669640. H.M.S. Fulmar. Sept. 14.

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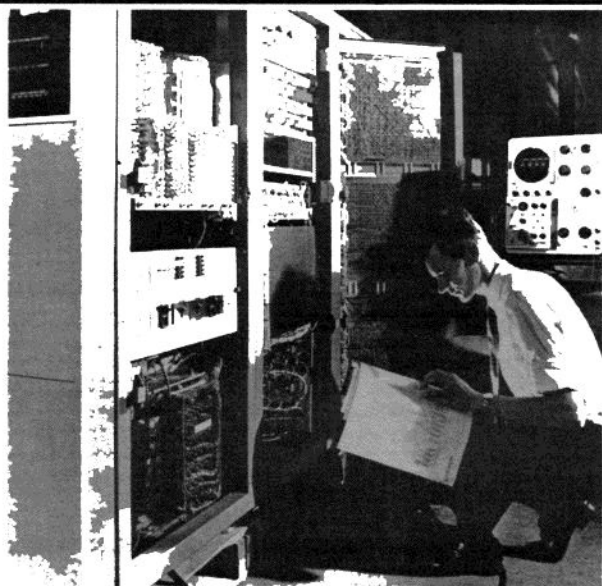
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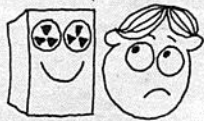
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Although Navy cyclists have not been having the successes of last year, the enthusiasm of the dedicated few is unabated, and there have been some strikingly good achievements.

Best example of this enthusiasm during the last couple of months was that of ERA J. Taylor. He entered for a 25-mile event, but when he received his start sheet, found that the event was for tri-cycles.

Mrs. Taylor ribbed him about it so much that John borrowed AB W. Filby's trike, and won the event by five minutes.

THEY TIED

In the inter-service track championships REL Gregory, ERA Jeffcoat and EM App.

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Good race by Jim Douglas

Cpl. Jim Douglas, R.M., upheld the selectors' hopes when he finished second in the 1,500 metres race at the White City in the international athletics match with France in a time of 3min. 39.9sec.

In the 1,500 metres in the European Games at Athens he was eliminated in a heat despite a time of 3min. 46.4sec. — six seconds faster than the winners of the other two heats.

Roberts tied with a full R.A.F. team of six for first place.

The Navy team of L/Cpl Parker, PO Pearson and ERA Jeffcoat finished second to the R.A.F. team in the Inter-Service 25-mile time trial.

In the inter-Service 50-mile time trial the Navy team of Jeffcoat, Roberts and LM(E) O'Neill had to be content with third place. The 100-mile time trial event was won by the R.A.F., with the Navy second, the positions being the same in the 30-mile event.

L/Cpl Parker made a good Inter-Service showing. He was third in the 25-mile trial and Navy champion for this distance. He won the 100-mile individual event, becoming the Navy champion, and won the 30-mile individual event, breaking the inter-Service record.

Basketball under way

This year Portsmouth has followed the lead set by Plymouth and is endeavouring to produce one strong basketball team within the area, with a view to raising the standard of the sport at Navy level.

Present players include Lieut. Roy Johnson (Collingwood), Mech. Dave Harty (Collingwood), LM(E) Tiny Carr (Dolphin) and LM(E) Pete Cornwall

(Hermione), all of whom have represented the Navy.

The present Navy coach, CPO Dave Newman, has moved to R.N. Barracks, Portsmouth, and weekly training sessions have been organized.

The first major date on the Navy programme is a training week-end in H.M.S. Drake — October 24 - 26.

Games have already been arranged against Plymouth and District, and St Luke's (Exeter).

Team lists will be forwarded to all players known to be home. Anyone wishing to be considered should contact the coach.

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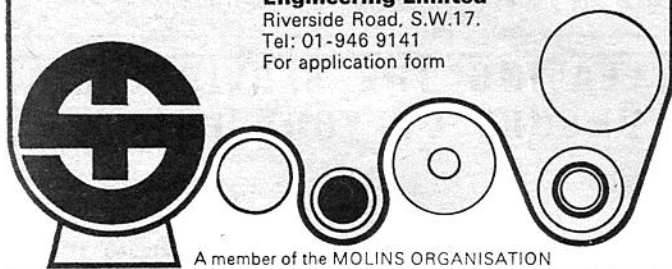
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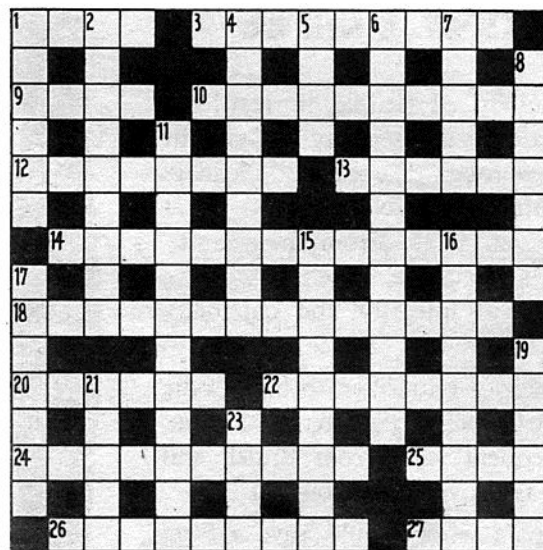
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Crossword 8

Below is the eighth of the new series of Navy News crosswords. Entries close on October 30 and should be addressed to Crossword No. 8, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.



ACROSS

1. Sarah who provides a portable weather protection service (4).
3. If they do their job properly, someone's a dead duck! (9).
9. Nothing more than a catalogue (4).
10. Where the faithful believe they'll end up (2, 8).
12. Keep them handy if you want to go unspotted! (8).
13. Calculating snakes! (6).
14. That friendly letter writer is often yours (14).
18. It doesn't weigh much with any shop-keeper nowadays (4-5, 5).
20. The hideaway sea creature (6).
22. Putting on a quick move — the whole thing's an act (8).
24. Carol Price gets it all mixed up (10).
25. Fairy one may be difficult to believe (4).
26. They stand up for their pals perhaps (9).
27. Household animals apt to show their tempers (4).

DOWN

1. One horse power in overdrive (6).
2. Showing a tendency to boss? (9).
4. The lonely card (9).
5. You'll be sorry to use this word (4).
6. Sounds as if the onlooker is generous to the crowd when the bar is open (6, 6).
7. Big one is top man (5).
8. Milk producers in woolies? (7).
11. Ma used to do it according to the song (4, 5-3).
15. Give the air a fresher? (9).
16. Get yourself out of this (9).
17. Do they point out the way to the sunshine alongside? (7).
19. That monster's wife (6).
21. There's a place for this sort of thing always (5).
23. Sounds like somewhere to sit for a musical evening (4).

SOLUTION TO CROSSWORD 7

Across: 1, Screamed; 5, Thawed; 9, Overtime; 10, Druids; 12, Execrates; 14, Eager; 15, Cos; 16, Crease; 19, Theme; 22, Ended; 23, Return; 25, Ire; 28, Onion; 29, Standards; 32, Detail; 33, Stripper; 34, Riding; 35, Scullery.

Down: 1, Stoker; 2, Reeled; 3, Altar; 4, Emmet; 6, Harvester; 7, Wriggled; 8, Deserved; 11, Ascent; 13, Ape; 17, Red Indian; 18, Arrest; 20, Recorder; 21, Addicted; 24, Urn; 26, Triple; 27, Astray; 30, Attic; 31, Drill.

The winner of the £10 prize was Mrs. V. V. Manford, of Bath.

Talent hunt on

As ever, the Royal Navy Football Association will have to search around to complete and train a team worthy of competing in inter-Service and county football.

The high standard of play in these competitions provides a stiff task to the selector as only a few R.N. players are ready for this standard.

Yet it is essential if players

SOCCKER NOTES BY BENBOW

are to improve their play and skills, that they compete against the highest opposition possible. Therefore the aim must be to determine on a squad, bring them along by good coaching and practice and make them into a team worthy of wearing the R.N. colours in representative games.

But players must be prepared to work hard, get fit, improve their game and be more thrushful and dedicated to the give and take of the higher level of football. They must be prepared to play for 90 minutes all out.

The Navy team of 1968-69 did not shape too badly and at no time were they disgraced. In

fact the opposition always considered the Navy squad a good one. Although we lost the Inter-Service tournament it could so easily have been the other way round — there is little to choose between the Service sides.

In the Southern Counties Amt. championships this season, the navy are taking on Birmingham, Leicestershire and Lincolnshire. These are mighty counties yet they are overjoyed to be meeting the new section of the competition, the Navy.

The Navy's move farther north in this competition is mainly to spread the gospel of Navy football farther afield as a means to aid recruiting.

Season 1969-70 starts with the departure of several Navy players, yet possibly only one player will be joining the squad from abroad. With a nucleus of a former regular and tried team, the Navy has, as usual, to go out and find six or seven players who can reach Navy standards. Practice, coaching, determination and keenness is the ultimate requirement.

The ex-stalwarts who have gone abroad are PO Crawford

and LME J. Insaill — and, with the movement to Scotland of EA F. Rogers and LREM P. Weston and to the R.M.P.T. School of S. Lindsay — and with the possible departure to "civvy street" of REA S. Malcolmson — there may be problems in arranging for these players to be made available.

We welcome back to the R.N. fold LS T. Lowndes, from Singapore, who I am sure will be an asset.

R.N. Trials were planned for Sept. 30 and Oct. 1. Commands and areas have assisted and over 50 players' names were offered, some entirely new.

Coach Jim Coates will be sadly missed this season, but we wish him well as a civilian and trust he will find the niche in football he so richly deserves. The Navy coach this season will be PO Pat Brown, who knows all departments of navy football and has the enthusiasm required for this exacting task.

I am sure all will wish the Navy every success and will give utmost support to the Royal Navy Football Association throughout the season.



The Royal Navy cricket team which won the Inter-Services title for 1969. Back row (left to right), Lieut. M. P. Gretton, Lieut. S. J. B. Newsom, Sub-Lieut. A. J. Ellis, Lieut. G. D. B. Lane, Inst-Lieut. J. McG. Lucas, Lieut. B. J. Leigh (12th man), Lieut. B. R. E. Persse. Front row, Lieut.-Cdr. J. R. Smith, Lieut. R. C. Moylan-Jones, Inst.-Cdr. G. G. Tordoff (captain), OAE(O)1 R. D. Healey, Sub-Lieut. M. Robinson.

(Photo: NA (Phot) Jan Cottle)

Rugby: financial problems aired

The Autumn committee meeting of the Royal Navy Rugby Union was held on September 17 when the president, Admiral Sir Frank Twiss, Second Sea Lord, was in the chair.

The meeting was well attended by representatives from all areas in the United Kingdom (writes Nimrod).

The main problems discussed were finance and fixtures. Instructor Captain A. Meredith, the treasurer, pointed out that last season had been a very poor year financially, mainly because of the low attendance at the Navy v. Army game which had been a doubtful starter because of weather.

This match is one of the main sources of income for Navy rugby and it is hoped that this season when the match is held on the traditional first Saturday in March, there will be an improvement.

United Services, Portsmouth, applied for financial assistance. Expenses had been incurred by building the new clubhouse and it was hoped that future seasons would see an improving financial return.

This brings home the fact that we cannot continually get our games on the cheap.

There is not unlimited money in the kitty and players must help towards the cost of running their clubs and providing gear and other amenities.

RAISED AGAIN

Regarding fixtures, the old problem of the clash between Navy fixtures and club fixtures, particularly U.S. Portsmouth and Devonport Services, was again raised.

One of the difficulties has been the rotation of the dates of the Inter-Service matches, but it is hoped that this will be partially solved by returning to the old arrangement of playing the Navy v. Army game on the first Saturday in March.

The problem is also complicated by the availability of Twickenham, which depends in turn, on international fixtures. It has been proposed by the RFU that international fixtures will be rotated and this will be an additional complication. A sub-committee is being set up to investigate the co-ordination of future Navy and club fixtures.

The Rugby Union has published an instructive pamphlet called "Instant Rugby" which explains some laws of the game which players have trouble with. It is well worth reading.

Navy in cricket cliff-hanger

The golden jubilee cricket match between the Royal Navy and the Army at Portsmouth resulted in a real cliff-hanger finish, with the Navy winning by three wickets.

The Navy skipper, Inst.-Cdr G. C. Tordoff, won the toss and put the Army in, a gamble which appeared to have succeeded at lunch with the Army 95 for five.

Afterwards, however, the batsmen began to force the pace and it was not until the score reached 139, when substitute Lieut B. J. Leigh took a difficult catch, that the Navy were on top.

When their 55 overs were completed the Army had scored 161 for nine, Smith taking 4 for 36.

When they batted, the Navy were soon struggling and when tea and rain arrived simultaneously they had scored only 65 for three off 27 overs. After tea Lieut R. C. Moylan-Jones was caught for an attractive 38 and the Navy were 81 for five, needing 81 off 20 overs.

Lieut. S. J. B. Newsom and Sub-Lieut A. J. Ellis (29) put the Navy in a winning

position. Before the last over started four runs were needed. The Navy were eventually home in a thrilling finish with three balls to go. Newsome finished with 35 not out.

R.A.F. MATCH

On the previous day at Uxbridge the Navy had the R.A.F. toppling before rain washed out the match as a draw.

Batting first, the Navy were kept in check by accurate bowling and at lunch the score was 96 for four. Afterwards, with the light not too good, disaster struck the middle order batting, and the score slumped to 124 all out.

The R.A.F. openers put on 60, but wickets began to fall when they opened out a little. Then in 11 balls Lieut-Cdr J. R. Smith took three wickets for no runs and, in 20 minutes, the game was transformed, with the R.A.F. at 64 for five. But only one more run was added before the ground was completely flooded.

FIXTURES OCTOBER

- 5 — Shooting: Inter-Service long range small-bore. Uxbridge.
- 8 — Rugby: R.N. v Devon. Exeter.
- Golf: R.N.G.S. v China G.S. Woking.
- 10 — Water polo: R.N. v Worthing. Worthing.
- Squash: R.N. v Middlesex. Away.
- 11 — Hockey: W.R.N.S. v Cornwall. Away.
- 12 — Kayak: R.N. slalom championships. Buith Wells.
- 14-15 — Golf: R.N. Open and Inter-Command stroke play championships. Hayling Island.
- 15 — Soccer: R.N. v Oxford University. Victory Stadium.
- 16 — Water polo: R.N. v Southampton. Southampton.
- Golf: R.N.G.S. v Army G.S. Swinley Forest.
- 17 — Water polo: R.N. v Southampton District. Southampton.
- Squash: R.N. v Sussex. Chichester.
- 17-18 — Rugby: Under-19 Inter-Command. Devonport.
- 18 — Cycling: Inter-Service hill climb. Biggin Hill.
- 23 — Golf: R.N.G.S. v Forty Club G.S. Woking.
- 24 — Squash: R.N. v Hampshire.
- 28 — Boxing: R.N. v Midland Counties Select. Stoke on Trent.
- 29-Nov. 4 — Boxing: Combined Services tour of Sweden.
- 29 — Rugby: R.N. v Beagles (Champions of France). Bordeaux.
- 30 — Soccer: R.N. v Cambridge University. Cambridge.
- 30-31 — Gymnastics: R.N. Senior Inter-Command and individual championships and R.N. Junior Team championships. Deal.
- 31 — Squash: R.N. v Kent. R.N.X. Greenwich.

NOVEMBER

- 1 — Cross Country: R.N. match with London Harriers, Walton A.C., Portsmouth A.C. and Cambridge University. Coulsdon.
- 1 — Hockey: W.R.N.S. v Sussex XI. Portsmouth.
- 5-6 — Boxing: R.N. Novices championships. Eastney.

GOLDEN DAY

The 50th cricket match between the Royal Navy and the Army took place at Portsmouth, the Navy winning in the last over to make the series score — Navy, nine wins; Army, 22 wins; remainder of series drawn.

Nearly 50 veteran players of both Services attended the official luncheon and, they were welcomed by Rear-Admiral D. B. H. Wildish, Navy president.

Those present included Major Sammy Woods, who has just retired after 16 years as secretary of the Club Cricket Conference; Captain Hugh Taylor, representing Incogniti Cricket Club, who was a former ground manager of the United Services' ground; and Mr. F. G. White, a wartime naval officer representing Sussex Cricket Club.

Captain R. L. B. (Bobbie) Cunliffe proposed the toast of the Army Cricket Association. He was the only person present who had played in Inter-Service Cricket before the First World War.

General Sir Reggie Hewetson, replying on behalf of the Army, said he was glad to see that playing cricket was no longer a bar to promotion.

However, the Navy secretary, Captain Derek Oakley, said afterwards that when compiling the guest list he noticed that most of the old Army cricketers seemed to have become generals, while most of the Navy ones seemed to have stopped at Commander or Captain!

Among others present was Cdr. John Manners, who played cricket for Hampshire just after the war.

Of post-war players it was also good to see Tony Thackara, Alan Par-naby, Mike Harbottle, "Wally" Hammond, Frank Boys and Mike Vernon.

Capt. G. S. Tuck, who was present for tea, is the only Navy cricketer who scored a century on his debut in first class cricket — 125 for the Royal Navy versus the New Zealanders at Portsmouth 42 years ago.

'Get fit' hockey need

The object of the R.N. hockey team is basically to win the Inter-Service championship; success or failure against the Army and R.A.F. really sets the seal on the season and dubs it a success or a failure (writes Meredith).

Last season we lost them both. The Army beat us 3-2 after we had held the lead, and the R.A.F. beat us 3-1, but only after a hard struggle.

Having said this, the whole season can not be dismissed so easily for those who served the teams so well.

Although we never had the same team for two games running, everyone worked extremely hard to ensure that he was fully fit and this, together with fine fighting spirit, produced some notable successes during the season.

The programme for the coming season has been readjusted to bring the coaching week-end forward to November so that team building can be well under way by the New Year and players honed to a peak of physical fitness.

The Inter-Command tournament will be on October 20 and 21, and the Navy trials on October 22.

HARD CHALLENGE

This year the trial match will take the form of two Naval XIs selected from the commands playing representative H.A. sides from the South of England and Hampshire. This should provide a good hard challenge.

Everything depends on all Naval and R.N. players of ability getting really fit and fighting for places in command sides so that the selector can be sure he has all the available talent at his disposal.

If the weather is kind and there are no accidents or crash drafts — and a regular Navy squad can play together often enough to develop as a real team — then there is no reason why the R.N. hockey side should not become a force to contend with.

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CHANNEL RACE CREW LINE-UP



The crew of the Merlin for the Southsea - Cherbourg race.

Merlin was second

The Fleet Air Arm sail training yacht Merlin, manned by a crew of ten from R.N. air stations Lee-on-Solent, Yeovilton and Culdrose, took part in the Southsea to Cherbourg Sail Training Association race.

The race was over a course of 175 miles and Merlin competed

Richards; LREM Michael
Cliffe, and EM Kenneth
Roebuck.

ing Association to Czechoslovakia for the international match in September.

He acted as assistant trainer.

Swimming 'hope'

An outstanding prospect for Navy swimming, Mne Bob Novis, only 16 years old, won the General's Cup swimming race on September 10.

He completed the 560-yards course off Eastney beach, in a choppy sea with strong currents, in nine minutes.

Although he has been in the Royals for only 10 months he holds one Navy swimming title, and is a regular member of the Navy team.

The Royal Marines took the first three places, giving them the victory for the first time in four years.

The race first took place in 1893. This year there were 26 competitors.

Boxing visit

CPO Ron Eden, one of the Navy's boxing coaches, accompanied the British Amateur Box-

Another try at 'solo'

Commander W. D. A. (Bill) King, the only Royal Navy officer to command submarines throughout the Second World War, sailed from Plymouth Sound on September 21 for his second attempt to sail solo round the world.

Cdr. King, who is 59, had to give up his first attempt in Galway Blazer II last November when his yacht was severely damaged about 1,000 miles south-west of Cape Town.

Galway Blazer II now has new masts and has been completely overhauled and refitted. The good wishes of the whole Navy go with him on his tremendous trip.

Handicap 7 - going down?

SPORTSMAN OF THE MONTH



Inst.-Lieut. Greenwood

Golf and badminton are two of the favourite sports of Inst.-Lieut. R. B. Greenwood, of H.M.S. Collingwood, and already he has achieved considerable success in both.

Lieut. Greenwood, who joined the Navy in July 1967, started playing badminton at the age of 15.

After joining Swansea University College in 1962 he organised college badminton for four years and held the offices of secretary and captain. He captained the Swansea college team to victory in Swansea and District first division men's doubles league.

He also represented the college in the semi-finals of the U.A.U. championships and represented the University of Wales for four years in matches against county sides.

For county

In the 1966-67 season he played for Glamorgan first and second county teams in the inter-county competitions.

After joining the Navy, Lieut. Greenwood became a member of Cambridge Badminton Club, Portsmouth, and played Division I badminton in the Portsmouth and District League. In October 1968 he won the men's singles and

doubles events in Portsmouth Command championships being partnered by Inst.-Lieut. P. Britt in the doubles.

Both this season and last he has played regularly for H.M.S. Collingwood.

At golf Lieut. Greenwood is a left-hander. He started playing in 1965 and reduced his handicap to single figures in 15 months. At present he plays off a handicap of seven.

Lieut. Greenwood played in representative matches for Portsmouth Command in 1968 and 1969 in inter-Command match and stroke play championships and other events.

He represented the Navy both last year and this, and played in the Navy team against the Army in this year's inter-Service championships.

Last year Lieut. Greenwood finished third in the Navy open stroke play championships at Hayling G.C.

Being at present coached by John Stirling, the professional of Meryck Park, Bournemouth, he is

hoping to get his handicap down below seven in the near future.

Other sports in which Lieut. Greenwood has taken part include cross country running - he ran for Glamorgan secondary schools - and cricket.

Before taking up golf he was a keen club cricketer, being an opening bat and medium pace seam bowler, and played in South Wales cricket.

But he says he decided to retire from cricket to devote more time to the golf swing.

NAVY WIN THE SERVICES SWIMMING TITLE

The high-spirited Navy swimming team swamped the might of the Army and relegated to second place last year's champions, the R.A.F., when they took the inter-services championships at Sandhurst on September 20 for only the second time since 1946.

The meeting opened with a fine demonstration of front crawl by LEM(A) Dave Wilson, who left the remaining 880yd. competitors trailing after the first turn of the 27-length race. The next fastest swimmer still had three-quarters of a length to go when H.M.S. Heron's champion stopped the watches at 10:35.7.

Later Wilson went on to display his versatility by winning the individual medley, beating the long-standing inter-Service record of 3:19.5 of his own

coach, Paddy Hayes. His time was 3:12.1. Mne Allan Parker (Eastney) was fifth in a personal best time of 3:29.6.

FIRST AND SECOND

The Navy took first and second places in the 100yd. breaststroke, LRO Wally Parsons (H.M.S. Walrus) being given the winner's medal. NA Chris Boothby appeared to have won - and Wally was also convinced to the extent of giving the medal to Chris.

Supt. Jim Pearson (H.M.S. Albion) gained points in the 880 and 440yd. freestyle. He was third in the 440, and J.Mne Nobby Novis was fourth.

The 100yd. freestyle was particularly exciting for the Navy, with L/Cpl Barry Shepherd (Eastney) and ERA John Blake (SMA, Portsmouth) the contenders. Both shared the honours in pre-inter-Service mat-

ches and senior coach Ken Ogden was uncertain of predicting the winner. Shepherd, the reigning champion, set up a new inter-Service record at 52.1. L/Cpl Gibson, of the Army, was second, with Blake a very close third.

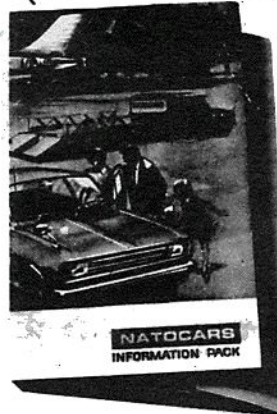
AA Bob Burley (Yeovilton) took the 100yd. back stroke (62.2). JS N. Foot (Ver-non), fresh out of PTI Brian Garnham's Ganges swimming team, swam a personal best for a new R.N. junior record and third place among the seniors.

Chris Boothby won the 200yd. breaststroke in 2:36.4, and Wally Parsons was second.

In the 220yd. free style John Blake was just beaten into second place in a personal best of 2:15.5.

The four Navy men for the medley provided a line-up of champions - Burley, Lieut. Howie Bonser, Dave Wilson and Barry Shepherd - and the result was a win for the Navy in the New inter-Service record time of 2:31.8.

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Exciting races in Far East regatta

The Far East Fleet summer regatta consisted of a team racing knock-out competition for big and small ships, with nine entries in the Albion Pint (big ships) and 12 for the Lytleton Cup (small ships), and class racing for bosuns, ospreys, piccolos, mini sails and whalers.

The regatta was held off the H.M.S. Terror sailing centre.

The Albion Pint was again won by H.M.S. Forth's team of Lieut.-Cdr. J. Trinder, Mid. Stewart and E.R.A. Colclough, but the opposition was so strong that they only just beat H.M.S. Terror in the semi-final by two points, and H.M.S. Fearless in the final by four points.

The Lytleton Cup was also won by the holders, H.M.S. Simbang, whose team of Lieut.-Cdr. M. Dove, E.A.(A) Gale and AM1 Mason beat H.M.A.S. Vampire in the final 13½ points to 28.

'COCK OF THE FLEET'

The "Cock of the Fleet" Trophy for a team race between Albion Pint and Lytleton Cup winners was won by Simbang, but only after an exciting second race. The result was Simbang 35 points, Forth 37½ points.

In the individual bosun race there was an entry of 23. This was raced in a good wind and soon turned into a struggle between Lieut.-Cdr. Trinder (Forth) and EA1 Gale and AM1 normanshire, of Simbang.

PRESENTATION

In the Roe Challenge Trophy race for piccolos and mini sails, the winner was Lieut. Craven, of H.M.S. Fearless, with Lieut. P. Forster (H.M.S. Berry Head) second.

The Chee Foo Cup for whalers was well won by Mid. J. Arden, of Fearless, with H.M.N.Z.S. Otogo second, and H.M.S. Lincoln third.

The individual prizes were presented by Lady O'Brien and the team racing prizes by the Fleet Commander, Vice-Admiral Sir William O'Brien.